

feet. This would allow the construction of numerous bridges and provide for the rapid development of the section of the city south and east of the canal, and would do away with the occasional large ship traffic into the centre of the city.

Victoria, B.C.—Recently, the laying of the steel pressure pipe for Sooke waterworks from Humpback reservoir to the city commenced at Manchester road, near the Gorge road, where the work done by the Westholme Lumber Company in 1912 ended. The contracting firm for this work is the Burrard Engineering Company of Vancouver. Pipe laying on the concrete flow line between Cooper's Cove and the lake is being rushed by the contractors, the Pacific Lock Joint Pipe Company, two shifts laying from the Humpback Reservoir end and two from the Sooke Lake end. About 400 or 500 feet of concrete and steel pipe will be laid daily by the gangs of the respective contractors, though the rate will be increased on the flow line by the additions to labor which are being made.

Hamilton, Ont.—The National Steel Car Company of Hamilton expects that by fall, it will be running to capacity day and night, so numerous and promising are the recent orders for rolling stock for which the firm has taken contracts. Also a considerable addition is to be constructed to the passenger car shop, owing to the large number of passenger cars on order with the company; and the contract for this work is in the hands of the Hamilton Bridge Company. The firm expects that, with this addition, it will be able to construct 30 passenger cars at a time, with a capacity of 150 per year. This will be in addition to the output of street railway cars. It is not expected that orders for freight cars will be heavy this year, though next spring is expected to bring with it a very active demand for this stock and equipment.

Victoria, B.C.—The grading of the Marine Depot site and construction of the wharf on the eastern shore of the Songhees Reserve has reached such a stage that the contractors, Messrs. Parks, Tupper and Kirkpatrick, expect that the work will be completed by the end of this month. The excavation is about three-fifths complete, in spite of the fact that this section of the contract has been greatly retarded recently owing to the frequent encounter of solid rock. All the bearing piles of the wharf have been driven and capped, and the "L" portion of the wharf is floored, while practically all the joists are in position on the balance of the structure. The fender piles have yet to be driven after the flooring has been completed. The total length of the wharf will be 650 feet, running 424 feet north and south, and 225 feet inshore. By the time the contract is completed it is estimated that approximately 27,000 cubic yards of material will have been excavated and levelled off on a line with the wharf.

New Glasgow, N.S.—At the present time, the Canadian Provincial Power Company, recently incorporated in New Glasgow, N.S., is awaiting a report from a firm of Montreal engineers, specialists in power development, containing final figures and data in connection with the company's proposed power plant on the East River at Sheet Harbor. It is estimated that the entire cost of development and conveyance of power to towns concerned will be \$1,500,000, and that the power lines of the company will cover a length of 42 miles in all in order to serve the towns of New Glasgow, Stellarton, Westville and Trenton. The company expects to have its lines completed and the power generating plant installed in about 18 months; though it is not intended that the development will stop with the towns named. Distribution lines may be carried later into Antigonish and Truro. Another feature of the proposition is that the distribution lines will run directly through the heart of the largest gold mining district in Nova Scotia; and the company expects that when its lines have

been finally erected and the electrical power generated; then it will be able to give to these mining companies an abundance of power for the operation of mines at a very low figure.

Patricia Bay, B.C.—The wharf structure which has been announced recently to be constructed without delay at Union (Patricia) Bay by the C.N.P.R. company, will be of a temporary character; although it will be 40 feet long and 64 feet wide, or sufficiently large to accommodate the material which will be utilized in the final work necessary for completing for service the Patricia Bay branch of the railroad. It is to be capable of handling at low water a vessel drawing 24 feet, and to be ready for the shipments of rails, angle bars, bolts and spikes for 115 miles of road, which material is being obtained from the Dominion Steel Company of Cape Breton. The contract will stipulate that the work be completed within 90 days; and in that period, the first cargo, approximating 7,000 tons of steel, will be landed, and the final stage of construction will be initiated. Before the supplies are exhausted, another shipload will have arrived, which will permit the road to be finished to mileage 115. By the time this large section is ready for the inauguration of a regular service, plans will have been completed for the continuance of the line, for its Northern terminal. In connection with the latter point, it is stated that Sir Donald Mann is expected to visit Victoria this month with regard to the company's plans for railway development on the Island.

Edmonton, Alta.—Local reports state that over \$10,000,000 will be expended by the C.N.R. in Alberta in 1914. Included in this amount is the \$6,500,000 for the construction of the Canadian Northern Western, a subsidiary company to the C.N.R. The amount of work to be done includes the mileage from Onoway west to Pine River Pass, or what is generally supposed to be the main line of the Canadian Northern Railway to the Peace River country. Grading has been completed as far as Whitecourt; and 32 miles of steel have been laid. The rest will be laid this summer. The program includes also the line from Oliver northeast to St. Paul de Metis. This line is guaranteed for 100 miles at \$13,000 per mile. Although some of the grading has been completed on this line, no steel has yet been laid. There is the road from Bruderheim by way of Vermilion, Wainwright and Medicine Hat to the boundary with the branch northwest of Vermilion to the eastern boundary. This line has been guaranteed at \$13,000 per mile for a distance of 30 miles. Other sections are: Calgary northeast to Brazeau line, which leaves the Calgary-Edmonton line near Calgary; Camrose to Alsask from Camrose to the Saskatoon-Calgary section; Edmonton to Pincher Creek; Blackfalds to Goose Lake. Work has been done on some of these lines and an effort will be made to complete them as early as possible.

PROGRESS OF THE GRAND TRUNK PACIFIC RAILWAY.

Confidence is expressed by Mr. Collingwood Schrieber, general consulting engineer to the Dominion Government, and chief Government engineer inspecting the Western divisions of the Grand Trunk Pacific Railway, that the new transcontinental will be ready for through service this autumn. He claims that the new transcontinental is in excellent condition between Winnipeg and Edmonton, in very fair shape between Edmonton and McBride, and is rapidly being placed in first-class order on the other sections. The G.T.P. is operating regular express trains as far as McBride, 342 miles west of Edmonton, and service trains between that point and Fort George, 144 miles further on. From Prince Rupert, the company is running trains as far east as Priestley, 337 miles east of the Pacific terminal. Ballasting is now rapidly approach-