

COAST TO COAST.

Saskatoon, Sask.—The city council has decided to prospect systematically for natural gas throughout this district, and Mr. W. R. Martin, a leading expert from Medicine Hat, has been engaged for that purpose. Mr. Martin will endeavor to trace the gas strata to where it comes closest to this city. Borings will then be made, and, in the event of the discovery of gas, the practicability of piping it to the city will thereafter be considered. It will be remembered that Calgary pipes her gas from Bow Island, a distance of 185 miles.

Saskatoon, Sask.—The construction of the big Dominion Government interior elevator at Saskatoon will be commenced upon within the next few weeks. At the outset, its capacity will be three and one-half million bushels. The plans, however, permit of its extension to twenty million bushel capacity, as occasion may later require. When here, recently, Grain Commissioner Jones stated that the Saskatoon elevator would be able to handle 150 cars of grain per diem, and when completed would be one of the largest elevators on the continent, exceeding the elevator at Fort William, and having a larger capacity than either of the two Canadian Northern Railway elevators at Port Arthur. The structure will be of reinforced concrete, and absolutely fireproof. Contracts will be let before September 1st. The site will be served by the three railways. The location of the elevator at this city, of course, involves the establishment of a sample market also, and, in due course, a grain exchange.

Guelph, Ont.—At a recent meeting of the Sewerage and Public Works Commission, plans and specifications were presented for important improvements contemplated to the Neeve Street bridge. This shows that the board fully realizes that in order to prevent floods, such as occurred in the spring of 1912 and 1913 action must be taken this season while the water in the river is low. The plans call for another 24-foot arch on the north side of the bridge, and for other extensive improvements to the river and banks. It is proposed to clean out the bed of the river, both below and above the Neeve Street bridge for some distance, and also to erect a retaining wall for about 75 yards above the bridge, and also on the opposite side of the river below the bridge. Every effort will be made to allow plenty of room for the flood water to flow down the river without its flooding its banks. It is understood that this action on the part of the city will not in any way prejudice the case now before the courts, and the Board feel the necessity of taking immediate action to prevent a flood in 1914.

Regina, Sask.—Mr. A. S. Porter, who has been working diligently with a view to materially reducing the cost of production of power in this city, has offered to sell power to the city at \$18 per horse-power per 10-hour day. The present rate for power is 1.1 cents per k.w., and Mr. Porter's offer is to sell to the city at .7 cents. It is not thought likely that the city will accept, however, as when the new power-house is completed, it is expected that the cost of production will be materially reduced.

Toronto, Ont.—Hon. Dr. Reaume is likely to introduce legislation at an early session changing the rural main road allowance from 66 feet, as at present, to accord with the newer standard. It is pointed out by the Government's engineers that the standard rural main roads are but 24 feet, and with allowance for paths of four feet on each side and ditches, 40 feet would be ample. The present road allowance leaves a vast acreage of land which might be planted, and forms many miles of growth by vicious weeds. The new standard road likely to be authorized on recommendation of

the Highways Commission will be of slight grade 24 feet wide, and with very sharp curves obliterated. The data obtained by the department show that the use of motor cars in Europe has multiplied the traffic in the main highways ten times, with the consequent cost of maintenance in proportion.

Toronto, Ont.—The Harbor Commissioners are congratulating themselves on an advantage obtained by the building of the new western channel, which did not enter into their considerations at the time the new channel was planned. The good result obtained is the practical clearance from the bay of debris. Some time ago the suggestion was made by a prominent engineer that the bay water could be kept clear by the construction of a channel at a point about half way between Centre Island and Hanlan's Point, but owing to the big expense involved nothing was done in the matter. The result now obtained has been caused by a strong current which flows from the eastern channel west and out through the western channel and keeps the bay clear. A current strong enough for this purpose was not to be had when the old western channel was used, which was too narrow, and was only about 10 feet deep in places. The new wide channel is more than 18 feet in depth, and is apparently situated just right to catch the current.

Vancouver, B.C.—The fourth annual convention of the Pacific Highway Association met in Vancouver a week ago. Delegates from Seattle, Portland, San Francisco, Los Angeles and a number of other cities are in attendance. The association aims to secure the construction of a first-class road along the Pacific slope from as far north as possible. Except for two short breaks in British Columbia, the highway now stretches continuously from Hazelton, B.C., to Yuma, Ariz. During the winter large sections of the road are impassable, and the association is working to secure the co-operation of the different communities toward an early improvement of the conditions.

Ottawa, Ont.—It is understood that the Canadian Northern Railway is seeking from the Government running rights over the Intercolonial Railway, to take effect from the time when their Montreal to Port Arthur line is finished. The privilege will, of course, not be required until the construction of the line is much further advanced than it is at present. When it is completed next year, the Canadian Northern will have a line as far as Quebec, but will lack connection with the eastern seaboard. No definite plans have ever been formulated by the company to build a new line to St. John or Halifax, and apparently it has been intended to fill that gap by the acquisition of running rights over the Intercolonial. For that reason the application made to the late Government is again being pressed. The intention of the Government towards the application has not been officially stated, though it is known in connection with the question of Government assistance to the line that the matter has been under consideration from time to time. When the former ministry granted liberal bond guarantees to the Canadian Northern it was understood that if at any time the Intercolonial Railway desired running rights west over the Canadian Northern such would be granted. The same privilege is still available, but it is not known whether the Government will utilize it.

Stratford, Ont.—The city's sewage disposal plant, which has been in operation for only a year, is reported to be giving unsatisfactory service. F. A. Dallyn, C.E., of the Provincial Board of Health, recommends the following improvements to increase the efficiency of the system: New sedimentation beds and improved sprinkling equipment, including an auxiliary gas engine; a chlorination device, and a humus bed between the sprays and the creek into which the purified effluent empties.