

Coast to Coast

Banff, Alta.—It is possible that the coming spring will see the commencement of work on the completion of the Banff-Windermere highway in eastern British Columbia, which was started several years ago by the Provincial Government. This highway will form a link between Alberta and the Columbia River valley and possibly to the coast as well.

Beachville, Ont.—The new Hydro-Electric substation is now completed.

Brantford, Ont.—The Brant County Council instructed the special committee which has been working for the abolition of toll roads in Brant, to secure more definite information regarding the prices asked for the roads, and to report to a special meeting of the council. Warden A. B. Rose was appointed as a member of the suburban area commission, whose duty it will be to designate, build and repair suburban roads.

British Columbia, Province of—The proposal that the Dominion government should assist in the establishment of a steel plant in this province is receiving close attention at Ottawa.

Dashwood, Ont.—Hydro-Electric power is now being supplied to this village over a 4,000-volt line constructed from the Exeter substation.

Dublin, Ont.—Hydro-Electric power has been turned on in Dublin, this power being supplied from a line which taps the 26,000 volt line between Mitchell and Seaforth, and is stepped down at Dublin through a 50 kw. outdoor type transformer station.

Galt, Ont.—A by-law will be submitted to the ratepayers at the municipal elections authorizing the amalgamation of the Hydro-Electric and waterworks commissions.

Galt, Ont.—The new Manchester school which is now practically completed cost the city the sum of \$55,333.84.

Hamilton, Ont.—Work has been started on the new by-product coke ovens being erected here by the Steel Company of Canada. Altogether some eighty of these ovens are to be built. They are of the most modern type, and will have a capacity of from 300,000 tons to 400,000 tons per annum. It is expected that the process of turning the coal into coke will give by-products of considerable value to the company. The work of construction will be carried on as speedily as possible.

Maple, Ont.—The Hydro-Electric Power Commission of Ontario have started work on the power line joining Maple with the substation at Woodbridge. Two-thirds of the line have already been completed, and it is expected that the current will be available in Maple for lighting purposes by the middle of December.

Montreal, Que.—The John S. Metcalf Company, Ltd., of this city, have prepared plans for a number of government grain elevators to be erected in Victoria and New South Wales, Australia.

Moose Jaw, Sask.—The results of the road competition arranged by Robinson, MacBean, Ltd., in this district were recently announced. The firm initiated the competition with a view to encouraging the building and maintaining of better roads in the vicinity, and offered prizes amounting to \$975. Entries were invited from different municipalities covering a territory of about 36 square miles, with Moose Jaw in the centre. In all 16 entries were received, totalling 65 miles. These were divided into three districts and in each district a first prize of \$150, a second of \$100 and a third of \$75 was offered.

New Westminster, B.C.—It will take probably two years more to complete the Glenbrook trunk sewer to Tenth Ave., City Engineer Stewardson stated.

North Vancouver.—The shareholders of the Burrard Inlet Tunnel and Bridge Company at a special meeting agreed to instruct the company's legal representatives in Ottawa to make application for the renewal of the charter which expires on February of next year.

Ottawa, Ont.—The ninth annual meeting of the Commission of Conservation will be held here on November 27th and 28th. The fuel and Hydro-Electric power problems will be given special attention.

Toronto, Ont.—A new firm has recently been incorporated, known as the Bond Engineering Works, Limited, with a capital stock of \$100,000, head office in this city.

Toronto, Ont.—J. R. W. Ambrose, chief engineer, Toronto Terminal Railway Company, stated that the outside work on the new Union Station is likely to be completed by the end of the year, but that the offices and platforms within may not be finished for another year, due primarily to the exigencies of the war, the quarries now working on a somewhat irregular basis, and supplies from the United States and other outside markets coming in very slowly. When completed the new station will have a length of approximately 750 feet and a depth of 600 feet, and will comprise eleven platforms, each accommodating at one time two incoming and two outgoing trains.

Toronto, Ont.—The Board of Education has given its permission for the use of 25 rooms of the new Park School for military hospital purposes. The school will be finished at the beginning of next year. General Logie has offered to supply men from the ranks to assist in rushing it to completion.

Toronto, Ont.—The construction of the new Masonic Temple on North Yonge Street is progressing as rapidly as the contractors can get the material into place. The exterior is all but finished and the work of the carpenters and steamfitters is now going on. So far as is known now, the temple will be ready for occupancy about the first or second week in January.

Toronto, Ont.—The Harbor Commission are making good headway with the reclamation work at Sunnyside, and expect to have the filling in completed by about December 10th. The hydraulic dredge started work about the middle of October, and has a daily capacity of between 10,000 and 20,000 cubic yards. The dyke is practically finished, and the filling in will be continued until the present level is raised between five and seven feet, or within two feet of the dyke of earth. This will make the new boulevard considerably higher than the present roadway, but plans show that the present Lake Shore road is the radial land allowance and will be raised 17 feet, and a new road surveyed on the reclaimed area.

Toronto, Ont.—There is a strong probability that the Crawford Street extension scheme, which includes the acquisition and filling in of Sully Crescent, will be proceeded with early next year.

Toronto, Ont.—With the laying of the last block of concrete, and the placing in it of a bronze plate on which were engraved the names of the commissioners, and the words, "Last concrete laid here, November 6, 1917; H. S. Van Scoyoc, Chief Engineer," the roadway proper of the Toronto-Hamilton highway was completed. Certain portions of the road on either side of some of the bridges have not been completed, owing to the fact that new bridges are to be built. They have been delayed because of the difficulty of getting steel in war time. Fifteen hundred feet of the road, west of the Etobicoke bridge, have not been completed for this reason. This will be macadamized as a temporary pavement, and in the spring it will be concreted. The formal opening of the highway will take place in about three weeks. The members of the commission and officials were present to witness the final concrete work. The concrete required 150,000 barrels of cement, 125,000 tons of stone and 70,000 tons of sand. The highest number of men ever employed on the work at one time was 1,000.

Toronto, Ont.—Works Commissioner R. C. Harris stated that progress is being made on the extension of the Bloor St. car line, and he hopes to have it completed by the first of next month. Owing to the difficulty in getting steel the Pape Ave. car line is still being held up.

Vancouver, B.C.—There were issued from the office of City Building Inspector R. A. McKenzie during October 74 permits, which had an aggregate value of \$233,585.

Welland, Ont.—Building records for the last month reached \$21,004 as compared with \$16,927 for October last year. The total for the first ten months this year is \$226,184 and for the first ten months of last year \$176,125.