

COAST TO COAST

Peterborough, Ont.—A reorganization of the city engineering department is under contemplation.

Redcliff, Alta.—A number of factories were demolished, or partly so, during the cyclone of June 25th.

Lochearn, Alta.—The Clearwater bridge was swept away by the floods which followed the heavy storm on June 28th.

Chatham, Ont.—Hon. Sir Adam Beck officiated at the turning on of hydro-electric power on Wednesday of this week.

London, Ont.—The electrification of the London and Port Stanley Railway has been completed and the line was opened for traffic on July 1st.

Calgary, Alta.—The new \$500,000 customs house was opened last week. It is 100 ft. x 120 ft. and has been under construction for about two years.

Hamilton, Ont.—The city and Barton township have come to terms whereby the latter will have water and sewer connection with the city main throughout a part of its area. There will be a number of sewer and water main extensions as a result.

Victoria, B.C.—The city council has awarded contracts for the surveying of the Sooke Lake water-shed, in connection with the new waterworks system, to C. H. Topp and Company. The greater part of the area is the property of the E. & N. Railway, but the city will buy it at \$12 per acre.

Woburn, Ont.—The new bridge being constructed over the Rouge River by the Scarboro Township Council is progressing favorably. Most of the concrete work is now in position and work will start shortly on the superstructure. The new bridge will cost about \$2,200 to complete.

Banff, Alta.—Some preliminary work was commenced this year on the new bridge that it was understood the Dominion Government would complete before fall. Test pits were sunk along the river banks and soundings taken, but the work has apparently been dropped for the present season, owing to more needful expenditures.

Brantford, Ont.—The offer by the city of the sale of the Grand Valley Railway line from Paris to Galt for \$30,000 and electrification of the L. E. & N. Railway from Port Dover to Brantford has not been accepted by M. H. Todd, general manager of the Lake Erie. He offered \$26,000; the city to retain the Galt power house.

Montreal, Que.—The Southern Counties Railway have prepared plans for a sub-station and car barns to be located at Granby. It is likely that the sub-station will be constructed without delay. The immediate purpose in view is to equip the line for operation between Granby and Montreal, giving the company 16 additional miles of line in the southern counties.

Sarnia, Ont.—As a result of a report submitted by the Ontario Hydro-Electric Commission, Sarnia city council will offer the Sarnia Gas and Electric Company \$155,000 for its plant and equipment, with the installation of Niagara power the object in view. If the company accepts the offer, as is expected, a hydro-electric by-law will probably be submitted to the ratepayers shortly.

Port Mann, B.C.—There are approximately seventy-five miles of roadbed on the Canadian Northern Pacific Railway yet to be ballasted before the line is completed

between Port Mann and Albreda Summit, according to Mr. S. H. Sykes, assistant chief engineer for the company, who has returned from a trip over the line. This work is being carried forward and will soon be finished.

Regina, Sask.—A contract to lay sewer mains on a number of streets, let last year to R. J. Lecky at a price approximating \$24,000, will probably be relinquished by him in order that the city may do the work by day labor, thereby relieving, to a certain extent, the unemployment situation. Mr. Lecky has signified his willingness to rescind the agreement and the city commissioners are likely to accept.

Dunvegan, B.C.—Mr. George H. Webster, who has a sub-contract for grading on the Grand Prairie Branch of the Edmonton, Dunvegan & British Columbia Railway, has 600 men at work grading from Spirit River to Grand Prairie City, a distance of about 60 miles. There is considerable heavy work where the line cuts through the Saddle Mountain, but the grading is expected to be completed before fall.

Ottawa, Ont.—An agreement has been reached by the Department of Railways and Canals with the Grand Trunk Pacific Railway for the leasing of the Lake Superior section of the National Transcontinental Railway which runs from Graham, Ont., to Fort William. When the N.T.R. was being built the G.T.P. was allowed to build the branch from the main line to Fort William, the outlet to the Great Lakes. The result was that when the N.T.R. came back on the hands of the Government, the latter found itself without an outlet to the lakes and negotiations accordingly followed relative to the Lake Superior section.

Edmonton, Alta.—Business firms that were heavy losers owing to the recent flood included the following: Edmonton Lumber Company, Limited, Gallagher Flats, mill a total loss; Walter's mills badly damaged, boom swept out and thousands of dollars of finished lumber lost, as well as scores of piers; Dominion Gravel and Dredging Company, Fraser Flats, almost a total loss of entire plant; Casey Hardstone Company, plant severely damaged; Campbell & Ottewell's flour mills, boiler-house flooded and mill and elevator flooded; Bitulithic Paving Company's outfit, near low-level bridge, completely under water; Huff Grading Company loses scrapers and big shovels and other material.

The smelter production of primary copper in the United States last year was 1,150,137,192 lb., as compared with 1,224,484,098 lb. in 1913, showing a decrease of rather more than 6 per cent. The total value of last year's output, taking an average of 13¼ cents per pound, was \$152,968,246, as compared with \$189,795,035 in 1913. Refined copper was exported from the United States in 1914 to the extent of 748,902,137 lb.; the corresponding exports in 1913 were 817,911,424 lb.

The "Heating and Ventilating Magazine" is responsible for recording a statement to the effect that the day is coming when the engineer will occupy the position now held by the architect. The remark, which has been voiced by many during recent years had been made by a speaker who said that the public or office building is primarily an engineering problem in which the architect "farms out" 75 per cent. of the work. Moreover, this percentage is constantly increasing. He took the ground that the design of such buildings really belongs to the engineer who should be in charge and, if necessary, "farm out" the architecture. It is easy to see how this proposition will strike the architects, yet its accomplishment is not such a remote possibility as might be imagined. In more than one engineering office at the present time there is maintained a distinct "architectural" department, so that the office which is primarily that of a designing engineer for heating, ventilating, electrical and sanitary equipment, is at the same time fully prepared to handle the other structural features, including the architecture.