

Ottawa, Ont.—It has been announced recently at Ottawa that, with a view to enabling the engineers of the government to work out the best scheme of power development on the main Saskatchewan river, and at the same time not to impair future navigation, it has been considered advisable to have a thorough examination made on the ground by the hydraulic engineer of the water power branch this coming summer. In the meantime, Hon. W. J. Roche, minister of the interior, has directed that all available Dominion lands, contiguous to this power site, be removed from any disposition whatever, and be dealt with only under the Dominion water-power regulations. During the past two seasons the engineers of the Dominion water power department have investigated the possibilities of this river in the vicinity of Grand Rapids, where the river discharges into Lake Manitoba; and, while incomplete, a photographic survey of the whole region has been made.

Fort William, Ont.—The mayor of Fort William has outlined to the city council an agreement which will doubtless be entered into by the city and C.P.R. company. It is to the effect that the city and the railway company shall jointly build a new subway with cement piers and abutments and steel superstructure at McVicar street, with a revetment wall that would give an additional width of 7 feet of roadway from the subways to the local sheds, and afford a double roadway and two sidewalks through the subway; that the city dock shall be extended 50 feet to the harbor line; that the company shall give the city 200 feet of frontage down the river from the present city dock; that the city shall give the company surface rights on McTavish street between the railway tracks and the river, reserving the right for an overhead right-of-way for access to a bridge, whenever it should be necessary; and that the city shall pave and maintain the Syndicate avenue subway. This basis of agreement has been authorized by council and forwarded to the company.

Toronto, Ont.—Recently in the Ontario Legislature, while outlining the expenditures for which a vote of \$5,000,000 in the supplementary estimates has been required by the Hydro-Electric Commission, the Hon. Adam Beck stated that the question of the commission entering upon the work of actually producing power would sooner or later have to be solved. The Ontario Power Company is now supplying power to the Commission, and wants to have the contract reopened. It desires permission to utilize the remainder of the available water at Niagara Falls, which would bring its maximum development to 106,000 horse-power. If this is done it proposes to relinquish rights to export 50 per cent. of the power developed to the United States, and to leave 60 per cent. for use by the Hydro-Electric at \$12 per h.p. The Commission is paying \$9 per h.p. at present, and it is not thought that the \$12 rate is low enough. If cheaper power cannot be procured the Commission may have to install its own plants. Two sites are available, one below the whirlpool, and the other the spillway of the Welland Canal, if power rights to this can be secured from the Dominion Government.

Esquimalt, B.C.—The following particulars have been published concerning the drydock to be constructed by the Dominion Government at Esquimalt. The north side of Lang's Cove has been chosen as the dock's site. Its dimensions will be as follows: length from caisson stop to head wall, 1,150 feet; width of entrance, 120 feet; depth on sill at ordinary high water spring tides, 40 feet; width at coping of dock walls, 144 feet. It will be divided, as stated, into two parts of 650 and 500 feet, respectively, each part being closed by a ship steel caisson. The dock will be emptied by three centrifugal pumps, each having a capacity of 60,000 gallons per minute. The pumps and other machinery will be

run by electric power generated by the dock power plant. After the rock excavation has been finished, the walls will be constructed. For these concrete will be used, with granite copings and alters. All keel and bilge blocks will rest on granite stripe extending the full length of the dock, and granite will be used for caisson stops. On the south side a basin will be formed; and the structure around this will be built of reinforced concrete piles. In addition to the drydock work proper, a large area of land must be reclaimed, and an extensive frontage of wharves, for which reinforced concrete will be used, must be constructed.

Medicine Hat, Alta.—Contracts have just been awarded by the Southern Alberta Land Company, of Medicine Hat, for the removal of some 560,000 cubic yards of earth, for the purpose of carrying to completion the first stages of the work and the placing of about 30,000 acres of land under water by next spring. All contracts are to be completed by October 15, 1914, and the total cost will be about \$80,000, running somewhat under the engineers' estimates. In about two weeks another contract will be let for 150,000 more cubic yards of excavation, part being at the Little Bow river and the balance near the head of the main canal near Gleichen. The contracts let this week are for some 5 miles of the main ditch, leading from the new reservoir to the Little Bow river, which is some 15 miles from the main reservoir, known as Lake McGregor—this main canal to be 44 feet wide at the bottom, 78 feet across the top, and to hold 8 feet of water; and for the laterals, to provide for the direct watering of the 30,000 acres of land next spring. On April 1st occurred the completion of the new dam at the intake on the Little Bow river, a piece of work that represents a cost of about \$70,000. By July 1st or sooner, water will be turned into the main canal, the reservoir holding about 30,000 feet of water. Thus far the company has expended about \$4,500,000 on this enterprise, and it bids fair to be one of the most important in the Canadian West, as the plans call for the irrigation of over 200,000 acres of land.

Victoria, B.C.—Active operations are reported as now in progress by the contracting firm, Messrs. Grant, Smith, and McDonnell, in connection with the building of the two new piers in the greater harbor improvement program. Five large scows have arrived at Vancouver for the purpose of dumping the rubble foundation of 300,000 tons, of which the first 60,000 tons is ready for delivery. The cribs to be built will be 58 in number. Each requires 110 tons of steel work, and when complete will be a ferro-concrete structure weighing 3,500 tons. These will be constructed on a floating drydock which is now at the Bremerton Navy Yard, in Seattle, and which will arrive at Victoria shortly. This drydock has a carrying capacity of 8,000 tons, is 385 feet long, 115 feet wide, and has a depth of 55 feet. When the drydock has been delivered, the construction of cribs will commence at the company's gravel property at Albert Head, where excavations are to be made to provide a slip for the floating dock. The most modern machinery for the removal of the gravel will be installed at a cost of \$40,000; and when in operation, the output will be in the neighborhood of 1,800 cubic yards daily. Also, the company proposes opening up and equipping with donkey engines, steam shovels, etc., a rock quarry in the vicinity of Victoria, by means of which the company expects to bring to the site of the piers about 60,000 tons of rubble each month. It is anticipated that the necessary quantity of material will be dumped before next winter is far advanced. When the work is well under way, the contractors will have 12 scows, a dredge scow and a drill boat in operation, the latter to be used in removing rock for excavating underneath the cribs. The contract is to be carried out under the supervision of Mr. J. S. MacLachlan, Dominion Resident Engineer.