

COAST TO COAST.

Winnipeg, Man.—A resolution introduced by H. D. Picket, Moose Jaw, at the recent convention of the Associated Boards of Trade of Western Canada, asking that the Dominion Governments of Ontario, Manitoba, Saskatchewan and Alberta provide for the construction and maintenance of a good vehicular highway between the Great Lakes and the Pacific Coast was passed unanimously, it being considered that such a road was needed, and would help the commercial and general interests of the country.

Kenora, Ont.—The engineers of the International Joint Commission, Arthur V. Arthur, Toronto, and A. F. Myers, Minneapolis, accompanied by Douglas N. McLean, of the Manitoba Hydrographic Survey, have examined the evidences relating to water levels here, and have inspected the new gauges which have been established. Arrangements were also made to start some survey parties from Kenora to examine places bordering on the shore of the lake, which might be affected by holding the water of the lake at various stages. Survey parties will begin operations at once.

Ottawa, Ont.—The whole question of the pollution of lakes, rivers and all navigable streams will be considered by an interprovincial conference, to be held in Ottawa in October. The Bradbury committee on the pollution of streams, which heard considerable evidence from experts and others on the matter last session, recommended a conference to discuss all phases of the question, at which all the provinces would be represented, and Hon. J. D. Hazen, Minister of Marine and Fisheries, has sent out an invitation to the various provincial governments asking that this be done. It is expected that the conference can be got together in October.

Vancouver, B.C.—That the Canadian Northern Railway engineers had puzzled over every possible entrance to False Creek, and that all plans were being forwarded to headquarters in Montréal were the statements made by Mr. T. G. Holt, executive agent of the company, to the civic bridges and railways committee. Whatever plan was thought most feasible would be submitted to the Railway Commission, and, with other obstacles out of the way, work could be started in a few weeks. Mr. Holt explained that getting over the Great Northern tracks was the problem they had been up against. To use an overhead crossing or a subway raised difficulties of grade, and the Railway Commission would hardly likely consent to a level crossing, although, Mr. Holt said, that would facilitate matters considerably. As to the filling in of the bed of the creek, Mr. Holt said it would be necessary to know the plans of the Sewerage Commission for the route of the China Creek extension. Ald. Crowe, Vancouver's member of the Sewerage Commission, however, informed him that the Commission was taking up that question now and would have details worked out at an early date. It is the Commission's intention to run the sewer down Clark Drive instead of through the creek. Mr. Holt wished to have a coffer dam built across the creek to keep the silt in, and this will be looked into. A report of Mr. C. A. P. Turner, engineer for the Georgia-Harris bridge, stated that hard footings had been found five feet higher than expected, and that a saving of \$1,200 could be effected. Plans of the ground are being got out, however, before the committee agrees to change.

Toronto, Ont.—The Provincial Highways Commission will begin its peregrinations at once in the interest of good roadways in Ontario. New York State will form the basis of study, although the first observations will be made in Quebec. Mr. W. A. Maclean will meet Commissioners McGrath and Rankin in Montreal, and the party will go over the King Edward Highway, which runs south of Montreal to the inter-

national boundary at Rouse's Point. This road is some forty miles in length. It is being constructed by the Quebec Government and will be completed this fall. Quebec has a Provincial highway system, under which the Government supplies the township organizations with machinery, equipment and instruction, but with slight financial assistance. When the Commission arrives at Albany an extended conference will be held with Mr. John N. Carlisle, Chief Superintendent of State Highways. The New York system follows the French method of maintaining a central highway department, which extends assistance to the municipalities. The main arteries of traffic are built by the State with small contributions from the counties.

Edmonton, Alta.—Most important of the legislation to be taken up at the coming session of the Alberta Legislature probably will be the building by the Provincial Government of the Alberta and Great Waterways Railroad from Edmonton to Fort McMurray, 230 miles, from which point the Athabasca, the Great Slave and the Mackenzie Rivers are navigable to Fort McPherson, 2,100 miles. The primary purpose of the railway is to afford adequate transportation facilities to settlers, prospectors and trappers in the north country and provide an easy outlet for their products, including grain, minerals and fur. The estimated value of the raw fur trade of the north alone is a matter of between \$6,000,000 and \$6,500,000, of which about 50 per cent. has come out by way of Edmonton this year, the rest going to the United States through traders from Seattle and San Francisco, who send ships into the Behring Sea and to Herschell Island. "There are many reasons why the railroad should be built to Fort McMurray at once," said a prominent supporter of the Government recently. "From what I can gather I should say that work may be started this fall and rushed to completion. The chief survey has been made, and it is only a matter of assembling men and materials. Every man who has ever been in the north country must be in favor of the plan, as it will ultimately mean a railroad from Edmonton to Dawson, connecting the Yukon country with the outside world."

Quebec, Que.—In view of the increasing attention which is being directed to the adoption of oil as fuel in the British Navy, it is interesting to know that oil lands in different parts of the Empire are being sedulously developed. The decision of the Government to secure supplies as far as possible within the Empire has given a new impetus to the search for large oil deposits in different parts of the dominions, and it would be fitting that the premier dominion, Canada, should be reckoned among the fuel-oil sources of supply. In this connection Viscount Selby, who is chairman of the Eastern Canada Company, and who has just returned from the Canadian fields, supplies interesting details. In the course of a conversation Lord Selby remarked that he was greatly impressed with what he saw and heard during the visit. The most favorably situated oil fields in Canada, from a geographical and strategical point of view, he states, are those of Gaspé, which extend from the seacoast on the Bay of Gaspé, on the Gulf of St. Lawrence, for several miles in a north-westerly direction. It was in the Larocque district, in the North-West, that a considerable number of wells were put down, and good supplies of oil of a high quality obtained. What is known as an anticlinal formation extends from this district in a south and easterly direction down to the coast. The opinions of experienced drilling men and geologists in that country are to the effect that oil will be found there in large quantities. Should this be the case, the importance of the field from the points of view of supply for the British Navy and for marine and industrial purposes cannot be overestimated.

Winnipeg, Man.—The condition of the road to Selkirk at the present time is not conducive to the best feeling on the part of the users of this particular stretch of highway.