

BRIDGES, ROADS AND PAVEMENTS.

Montreal, P. Q.—The municipal controllers are considering a report on a proposed bridge between Montreal and St. Helen's Island. The cost of the structure is estimated at \$10,000,000.

Oshawa, Ont.—The time for receiving tenders for cement paving has been extended to June 19th. (See advt. in The Canadian Engineer.)

Province of British Columbia.—A delegation from this province will meet in Ontario to press the matter of the construction of a bridge to Vancouver Island. Should this receive favorable attention from the Government the cost would be about \$20,000,000, and it would be one of the largest bridge structures in the world.

FIRES.

Cobalt, Ont.—A large section of the business block of this town was damaged by fire. The loss is estimated at \$40,000.

Montreal, P. Q.—The plant of the Peck Rolling Mills was damaged by fire to the extent of \$25,000.

Penetanguishene, Ont.—Considerable damage was caused by fire to the plant and mills of the C. Beck Manufacturing Company. Several new pieces of machinery are destroyed.

Portage la Prairie, Man.—The round-house, telegraph office, store-room, oil-house and paint shop of the Grand Trunk Pacific Railway were gutted by fire.

Prince Albert, Sask.—The buildings of the Prince Albert Foundry Company were damaged to the extent of \$21,000 by fire.

CURRENT NEWS.

Berlin, Ont.—Mr. J. Walters, of Chicago, Ill., U.S.A., has opened negotiations with the municipal council with a view of establishing a wood pulp manufactory.

Kerrisdale, B.C.—The extent and cost of the relative civic works which have been or are being carried out this year are as follows:—Clearing and grubbing, 10.1 miles, cost \$17,000; clearing, grubbing and contour grading, 6.5 miles, cost \$69,000; box drains, 4,500 feet, cost \$900; macadamizing, 12 miles, cost \$100,000; road planking, 1 mile, cost \$3,700; wooden sidewalks, 5 miles, cost \$4,700; cement sidewalks, 0.3 mile, cost \$1,100; bituminous paving, including curbs, 2.6 miles, cost \$66,000; sewers, 13 miles and sewer connections, 3 miles, cost \$358,000—making a total of \$642,400.

Medicine Hat, Alta.—The municipal authorities are about to open a milk testing laboratory.

New Glasgow, N.S.—The first forging by steam hydraulic presses ever attempted in Canada was successfully carried out recently at New Glasgow before the directors of the Nova Scotia Steel and Coal Company.

New Westminster, B.C.—The ratepayers will be asked to vote on by-laws involving an expenditure of over \$1,000,000. This work involves improvements to the harbor, water works extension, erection of a new reservoir, construction of a new hospital, construction of a new police station, construction of a storehouse and a municipal gas plant.

St. John, N.B.—Messrs. Norton Griffiths Company, contractors for the harbor improvements of St. John, have filed plans at Ottawa for the construction of a large drydock. The estimated cost of this work is placed at \$4,000,000.

Welland, Ont.—A report from this municipality regarding building is as follows:—Building permits for month of May, 1912, are \$30,968; building permits for month of May, 1911, no record; total for year to date this year is \$104,873; total for year to date last year, no record.

Western Canada.—Owing to the shortage in cement the Government has reduced the duty on this article by 50 per cent.

ENGINEERING NOTES.

Edmonton, Alta.—The operation of the municipal street railway for the half-year still shows a small deficit.

Edmonton, Alta.—The operation of the municipal electric light department for the past six months shows a profit of \$57,000.

Edmonton, Alta.—The operation of the municipal telephone system for the past six months shows a profit of about \$8,000.

Montreal, P. Q.—A brick chimney, the property of Messrs. R. McFarlane & Sons, was successfully straightened by a delicate operation. The structure has a height of 120 feet, and recently sagged until the top was four feet six inches forward of the bottom. Four layers of brick were taken from the left side of the chimney and after each layer had been taken out the chimney was propped up and allowed to come down the three inches. This is the first time that such an operation has been successfully carried out in Canada. It has been performed several times in England.

Northern Ontario.—A party with Mr. W. J. Donaldson, at the head has left Cobalt and are on the way to Clark Island, James Bay, for the purpose of working large iron deposits staked out five years ago by Mr. Curran and Dr. Adams.

Toronto, Ont.—A delegation of marine men from Great Britain, France, Germany, Denmark, Russia, Belgium, Spain, Italy, Switzerland, Norway, Roumania, Hungary, Egypt, Mexico, Cuba, Brazil and the United States, visited the harbor of Toronto on June 13th. These are the delegates from the International Congress of Navigation which met recently in Philadelphia, P.A., U.S.A.

RAILWAY SHOPS AT TRANSCONA, MANITOBA.

The Grand Trunk Pacific shops at Transcona, Man., which were opened for operation on June 1, are among the largest, and are said to be the most modern and the most completely equipped on the continent.

The locomotive shops are 600 feet long with an additional section at the east end for use as a boiler-making room, which is 200 feet in length. Running the entire length of the building is a large 120-ton travelling crane with a smaller 10-ton crane on a track below it. On the south side of the building are also two ten-ton travelling cranes, while on the ground floor are a number of machines to be used in locomotive construction and repair; hydraulic presses and hammers, etc., steel working machines.

One of the most interesting machines in this shop is an immense eighteen-foot gap riveter, which is capable of handling the largest locomotive boilers and riveting them from end to end without turning over. The heaviest, perhaps, is the hydraulic accumulator in the boiler room which supplies hydraulic pressure to the other machines at a pressure of 1,500 pounds per square inch, and weighs about sixty tons. In these shops, together with the foundry and other buildings, it will be possible to build not only complete locomotives, but freight and passenger cars.

Construction is being rapidly pushed on the car shops and the steel skeletons are rapidly taking form. They will be 600 by 225 feet in area and will build or repair all kinds of wood and steel frame cars. At the west end the framework of two coach shops has already been erected where the first-class sleepers and diners to be used on the new road will be built.

The proprietors of several hastily constructed sheet metal buildings in Edmonton have experienced trouble by legal charges which name them as breakers of the building laws. An effort will be made by several merchants to determine the exact status of persons erecting buildings of this material, and will contend the point as to whether or not galvanized tin or sheet iron which forms the walls of the many movable stores and shoe-shining parlors along First and other streets, can be considered non-combustible.