

## Coast to Coast

**Halifax, N.S.**—The following list of buildings costing \$50,000 or more were lost in the recent fire:—Canadian Government Railway round house; Canadian Government Railway Station; Halifax Brewery; Drydock and Government Warehouses; Hollis & Sons' foundry; King Edward Hotel; Armories; Market Hall; Military Hospital on pier; Wellington Barracks; Acadia Sugar Refinery; Dominion Textile Company's factory; Halifax Exhibition Buildings; Alexander McKay school; Brunswick Street Methodist school; Canadian Government repair shops; Richmond, St. Mark's Anglican Church; St. Joseph's school; Home of the Deaf; Protestant Orphanage; Admiralty House.

**Levis, Que.**—The new ferry now building at the yards of the Davie Shipbuilding and Repairing Company will have a speed of 14 miles an hour and will have a hold capacity of 70,000 cubic feet. It is designed to carry 20 cars, will be 308 feet in length over all and of 52 feet breadth, with a depth of 20 feet 6 inches. The gross tonnage is estimated at 5,000 tons and the net at 3,000 tons. The engines installed will be one four-cylinder triple, 2,200 L.H.P., and the boilers installed will be four of the Scottish marine type, 11½ feet in diameter, 175 pounds working pressure, having 5,500 square feet of heating surface and 143 feet of grate area. The capacity of No. 1 hold will be 40,000 cubic feet, and of No. 2 hold 30,000 feet. The area of the main deck will be 13,000 square feet.

**Medicine Hat, Alta.**—No attempt was made this year to get construction work started on the Medicine Hat to Hanna branch of the Canadian Northern Railway, as the attempt made last year was more or less of a failure. But now that the Dominion Government has taken over this road and purchased it from the original owners, Messrs. Mackenzie & Mann, there should be some justification in approaching the government in an effort to have them complete this branch line as soon as possible.

**Montreal, Que.**—Controller Cote referring to the new proposal to build foundations of a power station, said that the matter did not concern the building of a power house, but the foundations of a pumping station in order to secure a sufficient supply of water for Montreal in 1919. The lateral conduit had a capacity of 66,000,000 gallons, but this year that much had been pumped daily by the city, and statistics showed that 40,000 people had been added to the city's population during the last year, and that in a year and a half at the most the city would be obliged to pump more than that quantity. Therefore, if means were not taken to put water in the canal for the commencement of the summer of 1919, the city would not be able to give its citizens all the water they needed. That situation should be faced immediately. Some months would be needed to prepare plans for the pumping station, and it would not be right to risk waiting for six months until after the new administration comes in. Only \$20,000 or \$25,000 was needed at present for the plans, and \$400,000 for the foundations afterwards. That was much easier than to spend \$2,000,000 for the finishing of the Cook contract.

**Montreal, Que.**—The contract awarded to the Cook Construction Co. in July, 1913, for the enlargement of the city aqueduct at a cost of \$2,232,000, has been cancelled by the Board of Control. The work is less than one-half completed. Both parties agreed to arbitrate their claims and counter-claims, which, as originally submitted, amounted to one million and three-quarters on each side. The city authorities consented to omit one item of \$900,000 from its claims, as otherwise the company announced it would appeal to the courts for a settlement of the disputed amounts. Discussing the action of the board, Mayor Martin said that they had saved the city \$3,000,000 by cancelling the contract, and, owing to the high cost of material and labor, that additional amount would be required to complete the works.

**Ottawa, Ont.**—At the annual meeting in Ottawa on November 28th. of the Dominion Conservation Commission, A. V. White, C.E., read a paper urging that nothing be done to alienate power rights on the St. Lawrence River until a comprehensive survey had been made. Sir John Kennedy, con-

sulting engineer of the Montreal Harbor Commission, believed that a scheme of development should be agreed upon by an engineering commission and then handed over to a joint commission such as the International Waterways Commission. R. A. Ross, a Hydro-electric engineer, from Montreal, agreed, and also advocated a scientific survey of the whole of Canada's power and undeveloped energy.

**Ottawa, Ont.**—"No serious attempt has been made to grapple with the problem of preventing the serious and irreparable waste which is constantly going on in the mining of our coal areas." This was the statement made by Sir Clifford Sifton at the annual meeting of the Dominion Commission of Conservation. He said that the permanent waste of very large quantities of valuable coal still goes on. The war has stimulated mineral production in many lines, including copper, nickel, asbestos, zinc, silver, lead, chromite, cobalt, pig iron and graphite. The establishment at Shawinigan Falls of an electrolytic process for recovering metallic magnesium from magnesite has greatly stimulated the production of this mineral. Magnesium is used in connection with the war for the manufacture of star shells and flares, and as an alloy with aluminum in the manufacture of aeroplane parts.

**Province of Ontario.**—There will be extraordinary progress in York county and throughout Ontario in highways improvement after the war, declared Mr. George S. Henry, M.P.P., secretary of the Ontario Good Roads Association, before the York Pioneer and Historical Society recently in an address on "Good Roads in York County." Mr. Henry's address covered road construction in York county from the days of the old French regime, through the time of the old toll roads down to the present commission control system. Yonge Street was opened up by settlers, who, in return for the land along the trail given them by the Government, agreed to stump and level Yonge Street to make a passable roadway. Settlers somehow or other evaded their duty in that respect and finally soldiers had to do the work. Under the toll system, Mr. Henry said, the old councils evidently starved road maintenance to keep down the tax rate, for the records show a year in York county where the tolls amount to \$30,000 and the expenditures \$13,000.

**Quebec, Que.**—Composed of sixteen freight cars, one van and one private car, weighing 1,245 tons, the first freight train crossed the Quebec bridge last week. It was the exact length of the central span, and when the full weight of the train rested on it, the expansion of the structure was merely five-sixteenths of an inch.

**Victoria, B.C.**—The land settlement board is making preparatory investigation of the Sumas dyking scheme, which, if carried into effect, will mean the bringing into a position for agricultural development of an area approximating 50,000 acres. Within a short time announcement will be made that the board has taken over the area. Hon. John Oliver and Maxwell Smith, chairman of the board, left for the mainland on business connected with the reclamation scheme. It is estimated it will cost \$1,500,000 for the project and occupy some years to complete.

**Windsor, Ont.**—A resolution was passed by the City Council to give the use of water at the foot of Brock St. to a syndicate of Toronto men, headed by Chas. Miller, for the purpose of operating an international ferry line between Windsor and Detroit. The matter was left in such shape that the new company must organize within two years, and, failing to do so, the water rights will revert to the corporation again. The company intends to expend from one-half to a million dollars in the purchase of new modern material, and boats will be able to take care of the traffic, as well as the automobiles. The boats are to be "double-ended," similar to those used in the Hudson River at New York.

**Winnipeg, Man.**—A large order has been secured by the Manitoba Rolling Mills Co. from the Orient for iron and steel bars. This is required for repair and upkeep of railway equipment, as well as in shipyards and engineering trades of China and Japan. This is the beginning of what will probably develop into a large export business between Western Canada and the Orient. The Manitoba Rolling Mill Co. have only been operating for the last eighteen months and during that time their output has increased until to-day it approximates 2,000 tons per month of finished product. They are also supplying considerable tonnage to be used in connection with wooden shipbuilding in Canada, for the upkeep of railway rolling equipment and engineering trades, as well as for use in the manufacture of agricultural implements.