

COAST TO COAST

Brandon, Man.—The new extensions of the street railway system have been completed.

St. Mary's, Ont.—Work has commenced on the new hydro line from St. Mary's to Exeter.

Chilliwack, B.C.—The Union of British Columbia Municipalities held its annual convention here two weeks ago.

Calgary, Alta.—The Home Grain Co. has started construction work on another elevator at Stanmore and on another at Watts, Alta.

Toronto, Ont.—The Toronto-Hamilton highway construction is being inspected this week by the promoters of the Toronto-Oshawa road.

Calgary, Alta.—Duncane, Dutcher & Co., of Vancouver, have offered to sell the city of Calgary the power rights of the Elbow River Power Company for the sum of \$90,000.

Stonewall, Man.—The municipality is anxious to improve its road system and drainage, and is willing to spend dollar for dollar with the government in early improvements.

Edmonton, Alta.—According to Mr. C. M. MacLeod, general manager of the Canadian Northern Railway Co., the line from Edmonton to Vancouver will be placed in service by November 1st.

Victoria, B.C.—The British Columbia Government has decided to extend financial assistance to the French Complex Ore Reduction Co. for the erection of a demonstration plant at Nelson, B.C.

Port Arthur, Ont.—Some rich deposits of gold have been discovered by Capt. T. H. Trethewey, mining engineer, Goderich, Ont., in the Siene River district, near Mine Centre station on the C.N.R.

St. Malo, Que.—The laying of the Y-tracks from Cap Rouge bridge to the Transcontinental shops has been completed by Messrs. Cavicchi & Pagano, the Nova Scotia contractors who had the job.

Guelph, Ont.—It is reported here that the Hydro-Electric Power Commission has purchased the Toronto Suburban Railway line from Toronto to Guelph, but no confirmation has as yet been obtained.

Edmonton, Alta.—The central unit of the University of Edmonton, under construction for the past eighteen months, is ready for occupancy. The George A. Fuller Co., of New York, had the general contract.

Winnipeg, Man.—The Provincial Government will shortly issue an instruction pamphlet prepared by the department of Mr. Alex. McGillivray, provincial highway commissioner, regarding the operation of the split-log drag.

Moose Jaw, Sask.—Mr. George D. Mackie, city engineer-commissioner, has announced a saving of \$9,900 in the operation of the waterworks department over the 1914 expenditures, with an efficiency still sufficient to meet all requirements.

Toronto, Ont.—The Toronto Terminals Co. started a gang of about 100 men last week clearing the site of the new Union Station, and it has been announced by Mr. Howard G. Kelley, president of the company, that there will be no further delays.

Winnipeg, Man.—On October 3rd the Canadian Northern Railway opened 71 miles of new line, including a 25-mile line from Wroxtton to Yorkton, 8 miles from

Elrose Junction to Dunblane, 8 miles from Laird to Carlton, 21 miles from Canora to Sturgess Junction.

Magrath, Alta.—The Ellison Milling Co. has completed the erection of a \$40,000 elevator at this point, and a similar one at Foremost. The Taylor Milling Co. have also erected two new elevators each of 35,000 bushels capacity, one at Milk River and the other at Coutts.

Berlin, Ont.—Mr. Herbert Johnston, city engineer, reports that during the past year 22,867 square yards of pavements have been laid, including 2,100 square yards of concrete and 20,767 square yards of tarvia. In addition, some 98,850 square feet of sidewalk have been constructed.

Vancouver, B.C.—Mr. H. J. Landahl has a proposition to establish iron and steel works in British Columbia, believing the Swedish system of steel production by electrical process specially adapted to the ores of the province and to the water powers available. The Board of Trade is considering his proposals.

Toronto, Ont.—The York County Highway Commissioners are finishing up their programme for the season. The concrete bridge over the Rouge River near Cashel has been finished; a small stretch of roadway on Yonge Street near Thornhill is being completed, and Dundas Street, near Lambton, is under repair.

Toronto, Ont.—Mr. J. F. Whitson, in charge of provincial road development in Northern Ontario, reports delay this season in the Port Arthur district owing to wet weather. In Timiskaming district, however, the season has been favorable for road building. This year's programme will be completed early in October. The government expenditure for 1915 on northern development work has been approximately \$650,000.

Windsor, Ont.—The municipalities of Windsor, Walkerville and Sandwich will urge the provincial government to approve of the formation of a metropolitan commission, whose duty it will be to assume control of waterworks, sewers, hydro-electric systems and street railways in the three towns. It is felt that these public utilities can be managed more intelligently and satisfactorily than under the present system of individual control.

Winnipeg, Man.—Speedy construction of a timber trestle is announced by the Grand Trunk Pacific Railway. On September 2nd the trestle between Uno and Miniota on the main line was carried away in a heavy storm. In three weeks' time the wreckage had been removed, the new trestle completed and service resumed. The trestle is 1,600 ft. long and has a maximum height of 120 ft. Over 1,600,000 ft. of timber were used in its reconstruction.

Hamilton, Ont.—Mr. Westropp Armstrong, bridge engineer of the Toronto-Hamilton Highway Commission, has resumed his engineering duties after having completed a military course at Niagara, and is taking soundings for the new bridge at the Valley Inn hill, near Hamilton. Rock has been located at a depth of 91 ft., and it is still a question whether a bridge of large dimension will be erected, or whether the problem will be better solved by an extensive fill.

Victoria, B.C.—The Imperial Oil Co. is preparing plans for a large wharf to be constructed at MacLaughlin Point in connection with its new plant. Work commenced over a month ago on one of the large fuel oil tanks, and it is now practically completed. The wharf itself will be T-shaped, jutting into the water about 150 ft. It will support warehouses 80 ft. in length and 40 ft. wide. A channel 25 ft. deep and 85 ft. in width will be dredged in front of the wharf next year.