

## COAST TO COAST.

**Calgary, Alta.**—Mayor Mitchell was accorded the honor of turning the first sod in connection with the construction of the Canadian Northern Railway subway entrance to this city.

**Province of British Columbia.**—It is estimated that the cost of double tracking the lines of the Canadian Pacific Railway traversing the Rocky Mountains will be about \$30,000,000.

**Ottawa, Ont.**—The municipal council have been named defendants in a large number of damage claims arising out of death and disablement following the recent outbreak of typhoid fever.

**Vancouver, B.C.**—Up to date the expenditure on the Burrard Peninsula joint sewerage has been \$21,280, out of the total amount of \$35,000 agreed to be spent during the year in preliminary work. To this amount Vancouver contributes \$14,000, and South Vancouver, Point Grey and Burnaby, \$7,000 each.

**Ottawa, Ont.**—Twenty-one out of the one hundred and eight joints of the river section of the new intake pipe have already been repaired by divers employed by Messrs. Laurin and Leitch, the Montreal contractors, as far as fixing the bolts or putting on clamps is concerned. To make assurance doubly sure it is the intention to encase each joint in concrete which work will take some time still.

**Toronto, Ont.**—The Provincial Board of Health of Ontario contemplate in the near future the appointment of an engineer to the staff, who will be available to give all municipalities advice as to the sort of works they should construct in connection with plans for waterworks and sewage disposal systems. This will allow the municipalities to engage any engineer they may wish to carry out the work.

**London, Ont.**—Mr. H. J. Glaubitz, general manager of the hydro-electric department in this city, has presented a good report showing the result of the operation of the utility for the past few months. The statement shows that for the first ten months the department has a gross surplus of \$31,784.61, and a net surplus of \$15,046.73. This is looked upon as exceptional in view of the fact that \$7,000 for the solicitation of business has been charged against revenue.

**British Columbia.**—The fact that the coal deposits found along the shores of the Pacific are of pre-tertiary origin, and yield no coke, is a circumstance which so greatly hampers the development of the iron industry in British Columbia that the latter, in fact, has to fall back upon suitable imported coke. This being so, Russian enterprise is now being urged to commence the exploitation of the rich deposits of coal in the Island of Saghalien, which are supposed to be the best in the Pacific Ocean, but which hitherto for some reason have been entirely neglected. The geographical position of these deposits is favorable for the export to British Columbia of coal or, perhaps, coke.

**Vancouver, B.C.**—The city council passed an agreement between the municipality and the Canadian Northern Railway by which the city is prepared to deed over to the railway company 110 acres of tide flat property. The agreement will go before the ratepayers in November. The company will spend \$4,000,000 in terminal facilities and \$4,000,000 in a tunnel entrance to the city, four miles in length. The proposed depot will cost \$1,500,000, and a first-class hotel will be built.

**Marlboro, Alta.**—Three rotary kilns, each 140 feet in length, eight feet in diameter, made of steel ranging from three-quarters to fifteen-sixteenths of an inch in thickness and weighing 150,000 pounds, exclusive of base and gear, arrived in the Grand Trunk Pacific Railway Company's north

yards from Alliance, Ohio, consigned to the Edmonton Portland Cement Company at Marlboro, Alta., 144 miles west of Edmonton. Twelve flat cars, six of which carried the ends of the kilns on swivel blocks, were required to convey the machinery, which weighed 450,000 pounds.

**Coquitlam, B.C.**—An old proposal to construct a dam across the Second Narrows and thus convert the eastern end of Burrard Inlet into a fresh water lake has now been revived by the municipal council of Coquitlam. This body has forwarded a request to Hon. Frank Cochrane, minister of railways and canals, to withhold sanction to the Second Narrows bridge project until the municipality has had an opportunity to prepare plans for a causeway and locks, and forward them to the department. The application has a connection with a scheme to connect the headwaters of the Pitt River with the Inlet by means of a canal.

**Victoria, B.C.**—Following the recent educational campaign of the university authorities and parliamentary officials regarding forestry and lumbering methods, the management of the Victoria Lumbering and Manufacturing Company have made a practical application of these teachings and have, after installing a logging railroad, given instructions that all underbrush, snags, down logs, or whatever else might help to spread a fire must be cleared away for at least a hundred feet on each side of the track. This is probably the first time that adequate precautions of this kind have been taken by any lumbering company in this province.

**Ottawa, Ont.**—The Secretary of the Dominion Railway Board has sent out a circular to the railroads informing them that in all cases of bridge work over water in which there might be the slightest doubt as to it being navigable or not, the railway companies must, in addition to the papers now forwarded in support of their applications, furnish the Railway Board with evidence showing that the question of the navigability of the water has been, in the first instance, taken up with the Department of Public Works; and, secondly, that if the department deems the waters to be navigable, the structure is satisfactory to that department.

**Province of Ontario.**—The Great Lakes International Pure Water Association and the National Association for Preventing the Pollution of Rivers and Streams will meet in Cleveland on the 23rd and 24th of this month. Dr. Chas. E. Hodgetts of the Conservation Commission, Dr. J. W. S. McCullough of the Provincial Board of Health, Prof. Amyot, provincial bacteriologist, and Dr. Charles Hastings, Toronto, will represent the Canadian interests. The whole range of subjects dealing with water contamination will be discussed, and the conclusions of the conference will be forwarded to the International Joint Commission, which meets to deal with the question next month.

**Detroit, Mich.**—The Livingstone Channel in the Detroit River, one of the two most important engineering feats on the great lakes, which has cost the United States Government fully \$10,000,000, has just been formally opened for navigation. The plans for the initial opening were in the hands of Lieut.-Col. M. M. Patrick, chief of the of the United States engineers in charge of the Detroit district, representing the War Department; George A. Marr, Cleveland, secretary of the Lake Carriers' Association; and Homer R. Warren, president of the Detroit Board of Commerce. The length of the channel is eleven miles; its width 300 to 800 feet, and its depth 23 feet, and it has been under construction for the past four and a half years.

**Midland, Ont.**—At a meeting of the citizens of Midland held recently the construction of the Central Canadian Railway from Midland to Montreal was approved. This company