

Coast to Coast

Alliston, Ont.—The Hydro transmission line, extending from Barrie to Alliston is well under way, and it is expected to be completed before the New Year. It will be extended to the municipalities of Beeton, Tottenham and Bradford, and will serve the southern portion of Simcoe County, the source of power being the Big Chute plant on the Severn River.

Amherstburg, N.S.—The Council have under discussion plans submitted by Mr. Knowles, engineer of the Essex Border Utilities, for a proposed new waterworks, pump house and pumping plant, to be erected by the Brunner-Mond. The plant is designed to have an average capacity of 500,000 U.S. gallons per day, with provision for increase in the future by small additions to the plant to a capacity of 1,000,000 gallons per day. The pumping plant will have a fire capacity at the rate of 1,400,000 gallons, equal to four or five fire streams, and an average storage capacity for filtered water of over 100,000 gallons; the pumps to have sufficient capacity to furnish a quantity varying from 360,000 gallons in the middle of the night to 1,000,000 gallons during the time of highest consumption, such as on Monday morning, due to washing, or some hot day in summer, due to lawn sprinkling, or in cold weather in winter when water is run to waste to prevent pipes freezing; the pipes to be three low lift at 750 U.S. gallons per minute each, four high lift at 750 gallons per minute each; three filters at 500,000 gallons per day each with space reserved for one additional unit.

Brandon, Man.—The city has just completed the installation of an automatic telephone exchange supplied by the Automatic Electric Co., Chicago. It now has 1,794 city and 479 farm telephones in service, representing 11.3 telephones for every 100 people. Up to the beginning of the present year manual equipment had been in service in Brandon, but as they found it necessary to build a new exchange, it was, at the same time, decided to install automatic apparatus similar to that already in use in a number of cities in Western Canada.

Drummondville, Que.—The plant of the Aetna Explosives Co. is again being operated after being closed down for some months. The acid departments are being operated at capacity to manufacture sulphuric and nitric acids, and the output is at the rate of 3,000 tons monthly.

Moncton, N.B.—The last span was riveted into position on the steel structure of the Moncton-Coverdale bridge. It is the intention to place a temporary flooring on the bridge for the coming winter, so that traffic can be carried out over it. Work will continue until the heavy snows fall, and will be resumed again as quickly as possible in the spring. The approaches are now being placed in condition for traffic.

Montreal, Que.—An additional order has been received from the Dominion Bridge Co., Montreal, for 10,000 tons of fabricated steel from the American International Corporation. Some two weeks ago orders from the same source amounting to 40,000 tons were announced, so that the total has now been increased to 50,000. The American International Corporation will require 335,000 tons of steel for the construction of 130 boats, contracts for which have been received from the Emergency Fleet Corporation.

Montreal, Que.—The Canadian Vickers Company has successfully launched the 7,000-ton steamer "Porsanger," the largest ocean-going vessel constructed in Canada, and built for a Norwegian concern. The christening ceremony was performed by Mrs. W. H. Lynch, wife of the general manager of Canadian Vickers.

Montreal, Que.—The city will ask the Quebec Legislature for power to allow the city or a board of engineers to control and regulate the erection of poles on the streets by different companies, and for this purpose to amend the acts incorporating the Montreal Light, Heat and Power, Montreal Tramways Company, and their subsidiaries. Further, to annul the agreement entered into between the former town of Sault-au-Recollet and the Back River Power Company as regards the guarantee of the bonds of the company.

Ottawa, Ont.—An embargo on the exportation of iron and steel products has been established by a Canadian order in council of November 15. The following articles are placed under prohibition of exportation to all destinations abroad other than the United Kingdoms, British possessions and protectorates: Pig iron, steel ingots, billets, blooms, bars and slabs, iron and steel plates, iron and steel shapes (comprising

beams, channels, angles, tees and zeos), iron and steel fabricated for structural work and shipbuilding. Earlier embargo lists have included hematite, pig iron, iron and steel plates, and iron and steel fabricated for structural work and shipbuilding, all of which were prohibited to be exported to foreign countries in Europe and on the Mediterranean and Black Seas other than France, Russia, Italy, Spain and Portugal.

Pacofi, B.C.—The new kelp plant at Pacofi, Queen Charlotte Island, the property of the International Chemical Co., will shortly be ready for operation. It is equipped to handle 300 tons of kelp per day. In addition to extracting potash from the kelp, the company expects to manufacture potassium and it also possesses equipment for handling dogfish by-products.

Port Arthur, Ont.—The Port Arthur Pulp & Paper Co. will be ready to commence active operations in about six weeks' time, according to General Manager A. G. Pounsford. There are about 2,500 cords of wood on hand and 70,000 cords have been contracted for.

Province of Alberta.—J. D. McArthur, president of the Alberta and Great Waterways Railway, is reported to have said in Winnipeg, November 18, that steel had been laid to McMurray, on the Athabasca River, that the line would be finished up and a full train service put in operation next year, and that it is expected to arrange for a regular steamboat service from McMurray to the Arctic Ocean when financial conditions become easier. The line starts from the Edmonton, Dunvegan and British Columbia Railway at Carbondale, 143 miles from Edmonton, and runs northerly and easterly to McMurray, 290 miles. Track was laid to mileage 174.5 at the end of 1915, and was resumed in December, 1916, it being estimated that 40 miles additional had been laid to the end of that year. The point to which traffic is now being operated is on the river, and connection with McMurray is made by means of scows.

Toronto, Ont.—Favorable progress on the reclamation work at Sunnyside by the Toronto Harbor Commission is being made, and it is expected to have the filling in completed by about December 10. The hydraulic dredge, which has a capacity of between 10,000 and 20,000 cubic yards per day, started work about the middle of October. The dyke is practically finished, and the filling in will be continued until the present level is raised between five and seven feet, or within two feet of the dyke of earth. This will make the new boulevard considerably higher than the present roadway. The plans provide that the present Lake Shore Rd. will be raised 17 feet, and will be used as the radial line allowance, while the new road will be surveyed on the reclaimed area.

Toronto, Ont.—One of Canada's large agricultural industries, the Massey-Harris Co., Toronto, now control the old established implement house, the Johnston Harvester Co., Batavia, N.Y., which has been in existence for 40 or 50 years. They have had a large business in Europe and South America for the past 25 to 30 years, and have branch houses in several centres in the United States, as follows: Batavia, N.Y.; Harrisburg, Va.; Columbus, Ohio; Lansing, Mich.; Indianapolis, Ind.; St. Louis, Mo.; Kansas City, Kansas; and Fargo, N.D. They own an up-to-date, finely equipped plant at Batavia, N.Y., consisting mostly of fireproof reinforced concrete buildings, including a malleable iron plant. The Massey-Harris Co. is also interested in another company in the United States, the Deyo-Macey Engine Co., of Binghamton, N.Y., owning the entire capital stock. At this factory there are manufactured gasoline engines and spraying outfits.

Winnipeg, Man.—Delegates attending the Union of Manitoba Municipalities Convention last Wednesday, advocated the construction of 1,600 miles of trunk roads throughout the province at a cost of between \$5,000,000 and \$6,000,000. The executive committee, in its report, suggested that the government be asked to construct and maintain the trunk highways. If the report is carried into effect the government will appoint an independent commission of three members to locate the roads. The funds for the work would be provided by the sale of government bonds, and the revenue derived under the Good Roads Act, if not required for administration purposes, would assist in maintaining the proposed roads. Building operations would not begin until the war ends or until the money markets improve, it was announced.

York County, Ont.—The expenditure for construction work on the roads of York County, Ont., during the present year has been \$139,684. Of this amount the city of Toronto pays \$41,905, or 30 per cent. The maintenance cost for the same period has been \$19,611, of which Toronto pays \$7,845.