

## Coast to Coast

**Guelph, Ont.**—The bridge leading from Riverside Park to Wellington Place and to the Guelph Country Club has been formally opened.

**Victoria, B.C.**—The civic board of works of Victoria has prepared estimates for 1914 calling for a requirement of \$1,041,136.40, a considerable increase over the outlay in 1913 of \$969,427.70.

**Brantford, Ont.**—By an overwhelming majority Brantford ratepayers voted in favor of the purchase of the Brantford Street Railway and Grand Valley Railway from Brantford to Galt for the sum of \$253,000.

**Vancouver, B.C.**—With an expenditure of between \$15,000 and \$20,000, the C., M. and St. P. Railway Company has purchased its right-of-way at Sumas preparatory to linking up its line with the B.C. Electric railway, over which rails it will enter Vancouver until its own line is finished.

**Toronto, Ont.**—It is reported that the first of this month is to make the commencement of operations upon the harbor development scheme in Toronto. The great undertaking will be started at Ashbridge's Bay to the east of the mouth of the Don, where three pile-drivers will be set at work, later to be supplemented by other drivers.

**Hamilton, Ont.**—At a recent meeting of the Hamilton Works Committee it was announced that the estimate of the Hydro Department for street lighting has been amended, the new figure being \$88,125, whereas the original estimate was \$64,200. It was explained that 25½ miles of streets had been added to the original estimate, and that some of these had to be lighted on both sides.

**Vancouver, B.C.**—Estimates recently furnished for 1914 on the partnership main between Point Grey and Vancouver, totalled \$294,740, as compared with \$213,394 last year. The principal increase is for submerged main maintenance. Under this head last year less than \$1,000 was spent, but this year the replacing of the main on account of the government dredging is estimated to cost \$100,000.

**Ottawa, Ont.**—On March 20, supplementary estimates, amounting to \$3,257,036 for the fiscal year just ending, were tabled in the Commons by the Minister of Finance. This brings the grand total of the estimates voted for the year to almost \$206,000,000. Of the supplementary estimates, the additional amount required towards the completion of public works was \$264,204.

**Ottawa, Ont.**—The annual report of the Ottawa electric department has been recently submitted to the city council. The revenue for the year amounted to \$191,648.64, as follows: domestic lighting, \$68,032.27; commercial, \$53,438.04; power, \$26,978.76; street lighting, \$32,637.73; ornamental lighting, \$10,561.84. The expenditures totalled \$142,283.54; leaving a gross surplus of \$49,365.10, of which \$24,000 was written off for depreciation, admitting a net surplus of \$25,365.10.

**Edmonton, Alta.**—The extension of the P.G.E. railway into the Peace River district of Alberta, a line which, it is stated, will be a subsidiary road of the G.T.P. system, will start from the confluence of the Fraser and Salmon Rivers, following the latter to Summit Lake, thence along the Crooked River to Fort McLeod and McLeod Lake, thence along the Missinchinka River, through Pine Pass and along the Pine River to Hudson's Hope, following the peace River to the Alberta boundary, connecting with the McArthur railway.

**St. John, N.B.**—A conference was held recently at St. John between the city commissioners and the members of the board of trade with reference to the Valley Railway extension and bridges. The outcome was the general endorsement of a suggestion that the road be allowed to end at the point it has reached,—e.g., Gagetown—unless it can be finished to St. John, as originally planned. The board of trade will, however, continue to deal with the matter and will probably send a delegation to Ottawa to urge further federal aid for the bridges which would have to be constructed on the extension to St. John as originally planned.

**Vancouver, B.C.**—Mr. J. W. Stewart, president of the P.G.E. railway, has announced that employment will be given to 12,000 men this year on construction work. Three important contracts have been let covering the proposed Kelly Lake-Fort George line, which is some 280 miles in extent. Only 100 miles, however, are included in the contracts issued. As the contractors have just finished work on the G.T.P. railway at Fort George, the new work will begin at once, and it is expected that this entire section will be completed next year. The contract for the first 100 miles of the extension north of Fort George into the Peace River country will be let by the end of next month.

**Toronto, Ont.**—The following is part of a resolution which was carried unanimously on March 25th in the Ontario legislature: "In the opinion of this House, cheap and convenient electric railway transportation facilities is one of the most urgent needs in many rural sections and towns of the province, and this House would respectfully urge upon the Dominion government the importance of the question and the wisdom of encouraging the construction of municipal Hydro-Electric radial railways, and that this House further respectfully urge upon the Dominion government the great importance of co-operating with the province in the development of the water powers created by existing and projected canals now under construction and capable of development by the utilization of the waters necessarily supplied thereto and not required for navigation purposes."

**Quebec, Que.**—The Dorchester Electric Company, of Quebec, which has been in operation only about fourteen months, has completed its first year with a satisfactory surplus of \$4,000; and the earnings for the first months of 1914 showed a rate much in advance of this, a surplus of \$1,379 remaining after interest and other fixed charges were met. The company is extending its business substantially and is gradually cutting down operating expenses. The company's largest contracts are the lighting of the streets and municipal buildings of Quebec for a period of 10 years, a contract with the town of Montcalm for the same period, and a similar contract for Charlesbourg for the same period. The peak load which the company can carry is 1,640 h.p. At present customers are taking about 1,500 h.p. for lighting purposes; and the motor load is only 827 h.p.

**Taghum, B.C.**—The contractors for the Taghum bridge, Hodgson, King and McPhalen Bros., of Vancouver, are confident that the structure will be ready for traffic by May 1st. Work on the three main spans is being rushed to completion; and in addition to these, which are of truss design, there are two short spans to be placed in connection with the approach to the bridge from the south side. These, however, can be placed, no matter what the condition of the water may be. At present the contractors are exerting all their energies on the three main spans, so that these may be completed before any material rise in the water takes place. Costing in the neighborhood of \$100,000, the bridge, which will be finished well within contract time, is almost entirely a product of British Columbia. Cement manufactured at Princeton, steel fabricated at Vancouver, and lumber grown in this province, are the materials which have been used.