

Coast to Coast

Mildmay, Ont.—Recently, at Mildmay, the Mildmay Electric Co., Limited, celebrated the inauguration of its new electric power installation in the town.

Sidney, B.C.—At the new industry which has been installed by the Sidney Rubber Roofing Co, Limited, tanks for fuel oil which have the largest capacity of any north of San Francisco, have been installed.

Stratford, Ont.—The new hydro-electric street lighting system was completed and tested in Stratford on July 31. The lamps are strong nitrogen-filled ones and have been pronounced very satisfactory.

Toronto, Ont.—It is stated that it is understood that the Toronto Hydro-Electric Commission will shortly announce its concurrence with the plans of the Ontario Commission and reduce its rates in accordance with the scale suggested by the superior body.

St. John, N.B.—On August 10, the new cable for carrying the telephone business between the eastern and western sides of the harbor was laid. The cable is of special construction, doubly protected in order to ensure its safety on a rough bottom swept by strong currents. It is 3 inches in diameter, 2,100 feet in length and weighs 32,572 pounds. Sixty pairs of 19 gauge wires are carried in the cable, these being entirely for trunk line use between the two exchanges.

Athabasca, Alta.—Of the 258 miles of length of telegraph line between Athabasca and Fort McMurray, upon which, it is reported, work has recommenced, 118 miles were completed last year as far as Duncan's Creek. It is not expected that the work will be completed as far as Fort McMurray this year. Offices will be opened as the line is constructed at Pelican and House River; and operators will be placed in charge at these points. A telegraphic line will also be constructed from Athabasca to Lac la Biche.

Belleville, Ont.—At present, Mr. John Elliott, president of the Belleville board of trade, is chief of a party consisting of other past presidents of the city's board of trade accompanied by an engineer, which is in England examining into the merits of various road-surfacing materials and investigating roads laid therewith. Mr. Elliott is reported to have stated that he is particularly impressed with the Morland-Hughes system of road construction, as shown on the Upper Richmond Road and Putney Heath North, Borough of Wandsworth, and is prepared to recommend the system for Canada.

Victoria, B.C.—On the Pandora Street paving and double-tracking at Victoria, B.C., good progress is reported, and the work is rapidly nearing completion. The street is being paved by sections, and while none of the work is absolutely complete and ready for traffic, the first coating has been laid and is ready for the asphalt in many places. The double-tracking has now been laid over the entire length, with but a few gaps where there has been delay owing to the cement work; and the line will be ready for regular car traffic as soon as the concrete is laid.

Port Arthur, Ont.—The net three months' profit from the operation of the Hydro-Electric Commission of Port Arthur has been reported to the city council of Port Arthur as \$12,803. Details announced for the operation of the system for the last three months state that the gross profits from operating amount to \$23,732 from which is deducted the fixed charges representing interest, sinking fund and annual instalments amounting in all to \$10,928. The actual revenue which has been gathered by the city official during the period is \$43,933, and the operating expenditure for the period was \$20,201.

Victoria, B.C.—The E. and N. Railway Company has inaugurated and has commenced service upon 44½ miles of roadbed in British Columbia extending between Parksville and Courtenay. The distance between Victoria and the present northern terminus is 140 miles, and it takes 7 hours to complete the journey. The roadbed is declared to be a permanent form of construction. The steel used is heavy; and concrete and steel trestles span all streams and rivers where bridge construction could not be avoided. There are now over 200 miles of railway in the E. and N. system, a great part of which has been installed since the C.P.R. took over its control some 5 or 6 years ago.

Calgary, Alta.—Manager Director A. W. Dingman, of the Calgary Petroleum Products Company, has issued a statement to the effect that any reports specifying in figures the production of the company's No. 1 discovery well are absolutely incorrect. At present a certain attempt is being made to pump the well, but drilling will have to be carried to a greater depth and the pumping apparatus put in shape before anything concerning the actual production of the well can be ascertained. The company has considerable oil in the first 12,000 gallon tank and a good deal also in the second 12,000 gallon tank, but it is impossible to measure the production of the well yet. However, it is nothing like 250 barrels a day under present conditions. Mr. Dingman said that the drill at No. 2 well of the company has now entered a hard formation and drilling is found to be a little more difficult. This well is 1,560 feet deep.

Montreal, Que.—The new Marconi stations to be constructed by the Dominion Government at Montreal and Quebec, and relative to which it has been stated that plans for the Montreal station are practically completed, will be of the standard 5½ k.w. type. The Montreal station will be equipped for communication with the Kingston and Quebec stations. The apparatus at the present station in Montreal sends messages generally only as far as the Three Rivers station 70 miles away, although it sometimes communicates with vessels more than twice that distance. The Government will build the new stations which will be operated by the Marconi Wireless Company of Canada. The erection of the Montreal and Quebec stations will give the Marconi Company a string of wires capable of communicating, without interruption, from the head of the lakes as far east as Cape Race and Belle Isle. It is not now expected that either station will be constructed previous to next spring, or until the war situation will have cleared.

Nanaimo, B.C.—Messrs. Walter Thomas and A. E. Mainwaring of Nanaimo, B.C., are the joint patentees of a process by means of which gas may be produced in enormous quantities and at a greatly reduced cost. The inventors have in mind an ambitious scheme for the supply of cheap gas for fuel and light for the whole southern end of Vancouver Island; and their expectations are apparently justified by the results of the process as demonstrated in the experimental plant at Nanaimo. The commercial scheme would involve the conveying of gas through suitable mains through great distances as is done already in California, Portland, Tacoma, and Seattle. It is calculated that the installation of a suitable plant for manufacture under the Thomas patents, and conveyance through pipe lines to a sufficiently large number of consumers would place the whole south end of Vancouver Island on a natural gas basis, the estimated charge of fuel and consumers' gas being 50 cents per 1,000 feet. The project, if carried out, will involve the manufacture and distribution of not less than 1,000,000 feet of gas per day.

Hudson Bay, Ont.—Included in the programme of work under way this year at Hudson Bay and Strait and being effected by the Marine and Naval Departments of the Dominion Government, is the locating of 3 wireless stations in