

## COAST TO COAST.

**Vancouver, B.C.**—Mr. H. M. Davy, engineer in charge of test borings for the public works department, Ottawa, has completed his work here of securing full data of Victoria and Vancouver harbors. Test borings were made along the south and north shores of Burrard Inlet with the object of locating sites for the proposed government wharves, and for other wharves and docks which may be erected here later on by the Dominion Government. Borings were made in False Creek in order to secure data for the amount of dredging which would be required, and to learn the class of materials which will have to be removed. The contract for this work has already been awarded to the Pacific Dredging Company, Limited. In Victoria a great many borings were made to secure information necessary for the proposed improvements to the inner harbor, and also for the proposed wharves for the outer harbor. The work in Victoria was frequently delayed by rough weather, but no delay was caused here, owing to the harbor being practically landlocked.

**Montreal, Que.**—An extensive programme of harbor improvements for the coming season, mapped out by the harbor commissioners, marks a new era in the history of the port of Montreal. The guard pier will be completed, and the south side described on the maps as the east wall quay, embankment, will be continued to effect the backing up of the great volume of water below Victoria pier, across the channel in the direction of Moffat's Island, thus diminishing the velocity of the St. Lawrence current. The estimated cost of these improvements exceeds \$2,000,000. A great portion of the material to be used in the erection of breakwaters, piers, etc., will be procured from the Mount Royal tunnel. Already great quantities of the solid rock are being shipped from back of the mountain to the water-front by the Canadian Northern Railway. Another improvement to be completed is the ballasting of the high level tracks which have been laid down from Victoria pier to the Racine pier. These will be trimmed and made permanent.

**Victoria, B.C.**—A deputation consisting of members of the Board of Trade and City Council will go to Ottawa to interview the Dominion Government upon the necessity of making immediate and adequate provision for the handling of large vessels at the outer wharf. In a recent letter to the City Council Mr. E. J. M. Nash, the special representative of the Royal Mail Steam Packet Company, which concern has four 20,000-ton vessels on order at Belfast to be ready to break into the service of this coast immediately the Panama Canal is completed, pointed out that the present facilities at Victoria, both as regards handling the traffic of such vessels, and as regards having them repaired in the event of an injury, were utterly inadequate; and that if Victoria desired to take her proper place as an ocean port it was up to her not only to extend her wharf accommodation in a greater ratio than has even been contemplated so far, but to at once make a start upon the construction of a large drydock.

**Toronto, Ont.**—A unique collection of model roadways in miniature is now on exhibition in the Parliament Buildings for the education of the general public in the secrets of highway construction in the province. Stretched upon a frame along with others dating from time immemorial and composed of bits of the stone and material of the actual construction, is a replica of the old Appian way as it came from the hands of the ancient Roman builders. There is also the model of an old French road constructed previous to the year 1775, following upon the Roman style of stone

laying. It is composed of two layers, the foundation being formed of broad flat stones cleverly jointed by hand and the interstices filled with carefully ground pebbles. The next design in the evolution of the modern highway advocated the laying of the stones on the edges and in this way the wearing capacity was hugely increased and the drainage made more simple. The English Telford road followed, with a stone base laid entirely by hand and a curved surface. The old macadamized road which proved the most efficient of all for increasing road traffic is shown subject to the improvements which the highways department of Ontario has instituted in the substitution of three layers for one to withstand the wear and tear of heavy automobile driving. An exhibit of peculiar interest is that of a bituminous asphalt or tar highway comprising in all six layers of a most durable nature, and intended especially for pleasure drives where power machines are in constant use. This road the Ontario Government will experiment with to some extent during the year, and it is hoped will prove it so successful that actual construction will be undertaken. The display is under the care of Provincial Engineer of Highways W. A. McLean, and has been obtained from the public roads department of the United States Government.

**Kingston, Ont.**—The first step towards the cleaning up of the waterways of the province in accord with the recommendations of the recent convention of the International Waterways Commission has been taken, under the direction of the provincial board of health here. Owing to certain local conditions which are considered to be especially suited for experimentation by the board, F. A. Dallyn, provincial sanitary engineer, with a staff of assistants, has begun operations in the line of water investigation. A laboratory has been opened in Clarence Chambers and a launch has been chartered. Tests will be made from here down through the islands and for a space around the city. The investigation is made under the co-operative management of the Ontario and United States authorities, Dr. McLaughlin, an American expert, working jointly with F. A. Dallyn, provincial sanitary engineer. The working staff employed in that direction, it is understood, will be supplemented by a number of advanced science students now studying at Toronto University.

**New Westminster, B.C.**—In addition to the three million dollars which the Canadian Northern Railway will spend in improvements at Port Mann, an equal amount will be expended in New Westminster. According to recent despatches, Sir William Mackenzie and Col. Davidson, who are at present in London, are finding no difficulty in obtaining money for the project. Definite appropriations have been made for extending the railway through the city to the North Arm Bridge, and for the Port Mann improvements. This sum will be expended on elevated tracks, terminal yards on the Royal Mill site, trackage on the Trapp ranch and on the North Arm bridge, to connect with the Lulu Island line to Steveston. It is planned to start the Port Mann construction prior to the commencement of the local improvements, and it is stated that the contractors will have the work at the former place under way within a month. This work consists of filling in, the construction and equipment of machine and repair shops, boiler works, roundhouses and other terminal buildings. About twenty miles of storage and sorting tracks will be provided as a first unit.

**Ottawa, Ont.**—Mr. L. J. Burpee, secretary of the Canadian section of the International Waterways Commission, in a recent interview, said in regard to certain reports from Washington as to the abolition of the organization, they were evidently based on a misconception of the status of the international joint commission. "Neither Congress nor the