

Coast to Coast

Edmonton, Alta.—It has been reported at Edmonton that the total deficit in 1913 for the street railway department amounted to \$190,000.

Guelph, Ont.—The Fire and Light Committee at Guelph are asking the city council for an appropriation of \$31,471, which is in excess of the largest amount ever requested previously.

Halifax, N.S.—At the session of the Nova Scotia government on March 4th, it was announced that during the last fiscal year there had been a total expenditure in the roads division of the department of public works of \$408,090.37, the largest expenditure in any year since the organization of roads division.

Halifax, N.S.—The report on provincial railways recently submitted in the Nova Scotia legislature showed that the increase in total earnings of the subsidized railways in the province for the fiscal year 1913 was \$126,835.71, or about 8 per cent. over the total earnings of 1912. Except for 2 miles of new railway built by the Dominion Coal Co., Limited, there has been no railway construction during the past year over which the province had jurisdiction.

Winnipeg, Man.—It is estimated, according to a statement presented at a recent meeting of the administration board of the Greater Winnipeg water district, that the sum of \$1,332,906.29 will be spent by the end of the year on the scheme to bring Shoal Lake water into the city. The estimated expenditure by months is as follows: To March 1, 1914, \$108,799.34; to April 1, \$138,046.04; to May 1, \$168,816.04; to June 1, \$221,026.04; to July 1, \$334,110.29; to August 1, \$501,580.29; to September 1, \$690,395.29; to October 1, \$814,815.29; to November 1, \$1,057,466.29; to December 1, \$1,293,606.29; to January 1, 1915, \$1,332,906.29.

Vancouver, B.C.—It is stated that more than 1,000 feet of the "pioneer" bore, being driven by the C.P.R. in connection with the excavation of a 5-mile, double-track tunnel through the heart of the Selkirk range, have been completed. Good progress is also being made with the cross cuts and side drifts leading into the main shaft which has already been started from the east end. Work on the "pioneer" shaft from the west side of Mount Macdonald, will most likely be started at an early date. The right-of-way at the west portal has been completed and 47 per cent. of the excavation has been done from the east side. Work on the trestles and the grading for the lines on each side of the mountain is well advanced.

Edmonton, Alta.—Compilations made by the Edmonton Industrial Association show that at least 3,000 miles of railway will be built in Alberta before the close of 1915. The C.N.R. will construct 1,000 miles, most of which will be in the northern half of the province; though it will also complete its main line in western Alberta. The C.P.R. will continue the Calgary-Edmonton line northward into the Peace River country and other northern and central sections, as soon as a survey is approved. It is stated by the president of the Edmonton, Dunvegan and British Columbia Railway Company that 125 miles of the 283 miles of road from Edmonton to Fort McMurray will be ready for grading early in May. Also work is to begin this year in the three western provinces on a line from the Ness River on the Pacific Coast, to Prince Albert, Sask., by way of Northern Alberta.

Victoria, B.C.—A settlement has been reached with the Canadian Northern Pacific Railway and the Franco-Canadian syndicate for the lease of the six acres required at Cooper's Cove to the Pacific Lock Joint Company for the purpose of drying out the pipe to be used on the waterworks flow line. The company's agents are assembling material and supplies at the Cove and this contract, the largest and most important of those to be carried out in connection with the waterworks, will be under way in a short time. Meanwhile the city is pushing the work on the trestles, which have to be made of a permanent character before the pipe is laid upon them. At present frame structures carry the track across creeks and ravines, except Sooke River, where a steel span is necessary.

Calgary, Alta.—In addition to the plans recently submitted by the City Engineer of Calgary upon the bridge at Centre Street, plans have also been provided for bridges known as Louise Bridge and Mission Bridge. The plans for the former call for a reinforced concrete bridge to replace the present structure, 600 feet long, landing just east of the present structure so that it debouches into 9th Street, at a cost of \$167,000; or for a duplicate of present steel bridge, but two feet wider, to be placed directly alongside and coupled up with the present bridge, making a double steel bridge, one for north-bound and the other for south-bound traffic. This is estimated to cost \$55,000. The plans for the Mission bridge are for a reinforced concrete structure, with 46-foot roadway and two 8-foot sidewalks, estimated at \$77,600; or for a steel lattice girder bridge, with ornamental railing, estimated at \$67,000.

Calgary, Alta.—Three separate plans and estimates have been furnished by City Engineer Craig, of Calgary, for a bridge at Centre Street, and these are now being considered by a special committee of the city council. Mr. Craig has arranged all three plans so that the south approach can start from either Centre Street or First Street West. Alternative plans are also provided for the North Hill approach. These will be either through an open cut running back into the hill some distance and bridged over at street crossings by overhead bridges, or else the approach in the north hill can be tunnelled for a short distance through the hill. The difference in cost between the tunnel and the overhead bridges will be about \$3,000 in favor of the bridges, according to the engineer's estimates. The plans for all the bridges provide for length of 900 feet. The plans also provide for 40-foot roadways with two 8-foot sidewalks.

Woodstock, N.B.—Preparations for the spring work on the St. John Valley Railway are in progress. It is announced that Messrs. Kennedy and McDonald, who have an option on the section from Centreville to Grand Falls, but which contract has not been let, will have a new 100-ton steam shovel on the work by April 1st, to supplement the smaller shovel which has been used between Woodstock and Centreville. Ballasting south of Woodstock will commence on May 1st. The Dominion Bridge Company is constructing the overhead crossing at Woodstock, which is an 80-foot span, and will soon commence work on the Meduxnakik Creek bridge, which is 380-foot span, and which will probably be finished by the middle of April. The brick station at Woodstock will have a concrete foundation, and will be 140 feet long by 40 feet deep. The tenders are now in and the contract will be given and work commenced as soon as the frost is out of the ground.

Ashcroft, B.C.—One of the most difficult bridges from a construction point of view on the Canadian Northern Pacific Railway in British Columbia is approaching completion. The viaduct spans the Black canyon, a narrow gorge on the Thompson River, a few miles below Ashcroft, and 189 miles east of Port Mann. It had to be built without the aid of false