

## COAST TO COAST

**Winnipeg, Man.**—Concrete work on the Winnipeg-Shoal Lake Aqueduct closed down for the season on November 19th.

**Vancouver, B.C.**—The Great Northern Railway Co. commenced work last week on a new easterly approach to the Commercial Drive bridge at Eighth Avenue.

**Montreal, Que.**—Mr. W. B. Powell, general manager of the Southern Counties Railway, has announced that this new 37-mile electric line will be in operation early in December. This line extends from Montreal to Abbotsford.

**Montreal, Que.**—The Harbor Commissioners completed last week a new concrete highway along the river-side, connecting St. Lambert and Longueuil. It is about three miles in length and involved a total expenditure of about \$50,000.

**Vancouver, B.C.**—The question of British Columbia-built and owned ships was considered at a recent meeting of the British Columbia Manufacturers' Association, and a special committee was formed to place the matter before the Dominion Government.

**Victoria, B.C.**—The Rock Bay Bridge, referred to in these columns last week, will have a 70-ft. span, as required by the government engineers in place of the 60-ft. span suggested by the city. New plans are being prepared by the city engineer's staff.

**Sydney, N.S.**—The 1915 contract for paving George Street has been completed, at a cost to the city of \$26,000, exclusive of grading and foundation. The road has a granite base, is of macadam construction, and is surfaced with tarvia. Messrs. Carrite-Patterson Co., Limited, were the contractors.

**Chatham, Ont.**—Excavation work will be commenced shortly for the foundations for the new million-dollar sugar factory, and it is expected that construction will be carried out during the winter months. Grading for railway spurs from both the Canadian Pacific and Grand Trunk Railways has been completed to the site.

**Winnipeg, Man.**—Large quantities of an excellent grade of granite have been found about 70 miles east of the city along the Shoal Lake Railway, and there are indications that the deposit extends for considerable distances on either side of the track. The Greater Winnipeg Water District made the announcement at a recent meeting.

**Ridgetown, Ont.**—The hydro-electric distribution system is practically completed and power will be turned on in a few days. The old street lighting system has been replaced by one that is thoroughly modern and up-to-date. In the business section of the town all poles have been removed, the cables being carried underground to ornamental standards.

**Ottawa, Ont.**—It is stated on good authority that a government-owned line of steamers out of Hudson Bay will be established on the completion of the new Hudson Bay Railway and of the terminals at Port Nelson. Work on the terminals is proceeding and a chain of wireless stations is under construction between Port Nelson and the mouth of Hudson Straits.

**Ottawa, Ont.**—Mr. J. B. McRae, consulting engineer to the city on waterworks matters, and Mr. Joseph Race, city bacteriologist, will visit New York, Trenton, N.J.,

Niagara Falls and St. Catharines and report to the waterworks committee on an improved system of liquid chlorine disinfection of water supply. If adopted, this will involve the scrapping of the present hypochlorite plant.

**Fort William, Ont.**—The Western Terminal Elevator Co. has recently completed the construction of a large reinforced concrete elevator in the western part of the city. Construction was commenced on June 1st and the elevator was put in operation on November 1st. It contains 36 bins of the usual type, and its machinery, including grain shovels, car-pullers, etc., is electrically operated.

**Edmonton, Alta.**—Passenger service on the Canadian Northern Railway to Vancouver was inaugurated last week. It is a 34-hour trip, and a 60-hour freight service has been announced. This gives the northern part of the producing area of Alberta and Saskatchewan a similar advantage of direct rail connection with the coast cities, as the southern area has enjoyed for the past quarter century.

**Toronto, Ont.**—The total expenditure on colonization roads in Northern Ontario during the past season has amounted to approximately \$239,000. The number of miles of new road built by straight grants was 129 and the number of miles of old road repaired, 471. In the case of work under by-laws, it is stated that the number of miles of new road built was 119 and roads repaired, 1,250.

**Edmonton, Alta.**—On the Edmonton, Dunvegan and British Columbia Railway over 300 miles of line has been graded during the past season, and it is expected that steel will be laid over the whole of this mileage by March. During the past nine months over 500 laborers have been employed by the contractor on the construction of these northern railways, involving a disbursement of over \$2,000,000 in wages.

**Vancouver, B.C.**—An agreement has been reached whereby the Canadian Northern Pacific Railway has acquired running rights into Vancouver over the Great Northern Railway Company's line. The former railway will also have temporary use of the latter's freight sheds until its own sheds have been completed. As a result of the agreement the first Canadian Northern Railway train ran into Vancouver last week.

**Le Pas, Man.**—On the Hudson Bay Railway a weekly train service is now being operated for 242 miles from Le Pas. The bridge at Manitou Rapids over the Nelson River will be completed in February, whereupon steel-laying will be resumed. The steel for the Kettle Rapids bridge is being transported overland. The location of this bridge is 90 miles from Port Nelson. Every effort is being made to complete the railway to its eastern terminal before next fall.

**Vancouver, B.C.**—Difference of opinion has arisen as to the safety of the temporary trestle which has been constructed since the destruction of a portion of the Connaught Bridge last spring by fire. Engineers of the British Columbia Electric Railway Co. claim that the structure is unsafe, while Mr. F. L. Fellowes, and others of his staff maintain that it is in every way satisfactory for all classes of traffic. It has been decided by the city council to have a thorough investigation and report.

**Ottawa, Ont.**—The Commission of Conservation, Canada, is taking up the matter of Canadian fire losses, and city architects in a number of the chief centres of population throughout the Dominion have been asked to give their opinions concerning a general building by-law to cover all the provinces. Mr. W. W. Pearse, city architect of Toronto, maintains that it would be of great