

## COAST TO COAST

**Newmarket, Ont.**—The new 125,000-gallon reservoir was completed on June 4th and put into operation.

**Winnipeg, Man.**—The city has detected numerous instances of damage to water mains by electrolysis.

**Chatham, Ont.**—Kent County Council propose to take some action forthwith in the matter of good roads.

**London, Ont.**—Negotiations for running rights over the London and Port Stanley Railway were opened by the Michigan Central last week.

**Saanich, B.C.**—The litigation which has been delaying pavement work in the municipality has been disposed of, and the season's programme of road work is proceeding.

**Ottawa, Ont.**—Negotiations are said to be practically completed for the acquirement by the government of the Lake Superior branch of the Grand Trunk Pacific Railway.

**Essex, Ont.**—By the end of the year the town will have completed  $1\frac{1}{4}$  miles of concrete pavement. The road was started last year. Mr. B. Oldain is the contractor.

**Hamilton, Ont.**—A survey of the harbor is being made by the Department of Public Works, Ottawa. Mr. J. M. Wilson, acting district engineer at Toronto, is in charge of the work.

**Fort William, Ont.**—Construction work is progressing on three large elevator additions, *viz.*, the Ogilvie Flour Mill elevator annex, the Western Terminal elevator annex, and the Dwyer elevator annex.

**Prince Rupert, B.C.**—The Grand Trunk Pacific officials announce that the fuel oil tank equipment at Prince Rupert is now completed; and that oil-burning locomotives have now commenced to run on the system.

**Ottawa, Ont.**—A commission is to be appointed to manage the municipal electric department, which, under a new provincial act, is taken out of the hands of the board or control. The new commission will take office next year.

**Calgary, Alta.**—The city is preparing an attractive booklet on water power possibilities in the vicinity, for select distribution at the San Francisco-Panama Exposition. The booklet will also refer to the coal and natural gas resources of the district.

**St. John, N.B.**—With reference to the cancellation of the Courtenay Bay contract, mentioned in last week's issue, Hon. J. D. Hazen, Minister of Marine, states that the difficulty with the contractors for the Courtenay Bay harbor works does not mean that the works will be abandoned, rather they will be proceeded with as soon as new arrangements are made.

**Vancouver, B.C.**—Messrs. Hodgson, King & McPhalen made a new Canadian record in building the Central Park trunk sewer for the Joint Sewerage Commission. During May they laid 2,309 feet of 27-inch concrete pipe at an average depth of 16 feet below the surface and at the same time completed 1,000 feet of tunnel six feet six inches in diameter in the vicinity of Central Park.

**Edmonton, Alta.**—At a sitting of the Dominion Railway Commissioners last week the city representatives

took up again the question of railway crossings. The city is seeking to open up Athabasca Avenue, through the C.P.R. yards, Shand Avenue, over the G.T.R., and Stephen Avenue, over the C.N.R. The first application had previously been refused by the Commission some time ago.

**Victoria, B.C.**—The civic asphalt plant was completed and put into operation last week. It has a daily capacity of 1,500 cu. yds. It is of the semi-portable type and uses oil fuel in its 50 h.p. boiler, which drives a 36 h.p. horizontal engine. Among the principal parts of the plant are a sand drier, dust collector, three melting tanks, each of 24,000 gallons capacity, and an air compressor. There are various bins for the storage of material and a storehouse has been built recently convenient to the plant.

**Vancouver, B.C.**—Up to the end of May over 1,500,000 cu. yds. of material had been deposited by the C.N.T. Railway on its terminal track in False Creek. Of this amount 400,000 yards have been pumped into the area enclosed by a bulkhead extending transversely down the creek since the reclamation operations were resumed in January. A 64-acre section of the company's holdings are barricaded, the entire tract being nearly 165 acres. It is estimated that it will take 3,250,000 yards of dirt to reclaim the whole of the property.

**Trail, B.C.**—Arrangements are well under way for the refining under government auspices and possibly with government assistance of copper and zinc mined in British Columbia, and for the manufacture of brass in the Dominion. At present the copper from the British Columbia mines is shipped across to the United States in the face of a freight of \$10 per ton and of a heavy duty. It is refined there and must pay a further heavy freight rate when reimported into Canada. It is computed that at Trail, B.C., a refinery plant could be established for a million and a half dollars, and the cost of refining the copper and manufacturing the brass would be more than compensated for by the saving in price of the manufactured article. This is the only part of the shells being made here which is not manufactured in Canada at present.

### ROAD IMPROVEMENTS IN QUEBEC.

Hon. J. A. Tessier, Minister of Roads for the Province of Quebec, informs *The Canadian Engineer* that the total amount to be expended on road work this summer in the province will be about \$3,000,000. The Montreal-Quebec road, which is of macadam construction, is being proceeded with vigorously, and will probably be finished before fall. Last week there were five gangs of men engaged on the section between Quebec and Ste. Anne de la Perade, three gangs from Batiscan to Three Rivers and four between Three Rivers and Maskinonge. The plant and labor forces are steadily being increased.

The Sherbrooke-Derby road, another macadam road, will also be completed this season. The Levis-Jackman road, of gravel construction, upon which the government made such excellent progress last year, was recommenced last week. It is approximately 100 miles in length and will likely be completed, or nearly so, by fall. The King Edward road, from Montreal to Rouse's Point, will be put in first-class shape during the next month. The work of repair is progressing rapidly.

Over 200 municipalities in the Province of Quebec are building macadamized or gravelled roads this year.