Coast to Coast

Montreal, Que.—The taking over of the Montreal Water and Power Company is still a live question in the city of Montreal.

Sarnia, Ont.—Water from the new Sarnia waterworks plant on the lake shore is now flowing through the new mains into the city.

Peterborough, Ont.—On September 24, the distributing system of the Peterborough Light and Power Company passed into the possession of the city of Peterborough.

Fort William, Ont.—The net earnings of the Kaministiquia Power Company for the first 8 months of 1914 are announced as $185,295, with a surplus for the same period of $126,479.

Kingston, Ont.—What is said to be the most modern sewerage system in America has just been installed at the Rockwood Asylum for the Insane, Kingston. It was formally opened on September 19th by Dr. A. Amyot and J. A. Dallyn of the provincial department of public health.

Winnipeg, Man.—Though the contracts amounting to approximately $6,000,000 have just been awarded in connection with the Shoal Lake water supply project for Winnipeg, the work on the five various contracts totalling the stated amount will not be commenced until next May.

Selkirk, Man.—The public works under construction by the Dominion Government, which are being continued in spite of war conditions, are the new $100,000 drydock to accommodate the shipping on the Red river, and a $150,000 steel boat to serve as a fishing patrol on Lake Winnipeg, which is to be completed by June, 1915.

Winnipeg, Man.—The report of works completed thus far this year in the city of Winnipeg shows a long list of large paving works in asphalt No. 1, asphalt No.2, concrete, and other pavements, sewers, walks, and various local works. The report further details important works yet under construction in sewers and pavements, as well as an extensive list of smaller works of all kinds throughout the city, either finished or now in the final stage of completion.

West Kildonan, Man.—Extensive public improvements have been conducted this year in West Kildonan. These include a 6-foot granolithic sidewalk on Main street from the city limits of Winnipeg to Kildonan Park; the laying of a portion of the two miles of 12-foot trunk sewer, which is to be completed from the river along Jefferson avenue by 1917; paving on North Main street for a distance of about 1½ miles; and a sewer to drain this 24-foot paved street which will be laid as soon as the paving is completed.

Prince Rupert, B.C.—It is expected that by the beginning of 1915 six of the great pontoons which are to be used in the construction of the G.T.P. floating dock at Prince Rupert, will have been completed. The first of these was launched about two weeks ago at the northern terminal. To build this 300,000 feet of lumber were used, besides tons of iron bars, bolts, nails and other fixtures required; and it is 130 feet in length. There will be 12 pontoons in all in this great dock, which will require 3,600,000 feet of lumber, not to speak of the many thousand extra feet will be necessary for the sides of the floating shipyard. The capacity of the new dock will be 20,000 tons, which means that it will be able to lift the largest warships or mercantile ships which ply the Pacific Ocean. The dock is so arranged that it can be used as three separate units or in any combination that is desired. The dock will probably be completed some time next year. Most of the piers in connection with the plant have been erected, and the buildings are now almost completed.

Toronto, Ont.—The work of dredging sewer outlets in Toronto harbor for the Toronto harbor commissioners, the contract for which was awarded to Mr. John E. Russell, has been about three-quarters completed. The work consists of dredging material which has been deposited in the slips along the waterfront through the sewers, and of conveying the matter dredged into the lake a distance of 10 miles and of dumping it there. The other work in connection with the harbor improvements being carried out this year by the commissioners, is making very substantial progress under the contractors, The Canadian Stewart Company. Both the ship channel, which is to serve the industrial district being created in the old Ashbridge's Bay, and the dock structures along the west face of this district, are well under way. Also work is being carried on rapidly from both the east and west ends and working towards the centre in the placing of cribs as a foundation for the seawall which is to protect the shore from the foot of Bathurst street west to the Humber river. Approximately $1,500,000 will be spent on this work during the year 1914.

Winnipeg, Man.—According to the recent progress report furnished to the meeting of the board of the Greater Winnipeg Water District, the field staff at work on the Shoal Lake water supply scheme was engaged in laying out and measuring up railway grade, track-laying, ballasting and drainage work. Up to August 31st, delivery had been taken of 266,879 railway ties, or 97 per cent. of the total order; telephone lines had been strung along a distance of 82.89 miles, leaving a balance of 11.89 miles to complete; 8,415½ long ton steel rails had been delivered, or 84 per cent. of the total tonnage required; 1,004,176 lbs. of splice bars had been delivered, completing the order pending an adjustment of the quantities shipped; 52 per cent. of the estimated total of necessary railway construction was under excavation; track-laying had been completed on 29.196 miles or on 29 per cent. of the estimated total; 12½ miles of the right-of-way had been fenced; 2,536 acres of the right-of-way had been cleared; division engineers' residences were practically completed; and 115,664 cubic yards of material were placed in the Falcon river dike, or 47 per cent. of the total required.

Winnipeg, Man.— An official announcement by the Greater Winnipeg Water District administration states that half of the Falcon river dyke at the Shoal Lake end of the water supply aqueduct, being constructed by Tomlinson and Flemming at a cost of $120,700, has been completed. This undertaking requires an embankment 5,070 feet long; and a channel 3.300 feet long, 35 feet wide, and 7 feet deep. For the former 170,000 cubic yards of sand and gravel, 12.000 cubic yards of riprap, and 5.000 feet of trestle will be used. For the latter 30,000 cubic yards of earth is to be removed. These operations are carried out to avoid the dark-colored water discharged by the river and to cut off the shallow flowage at the extreme westerly end of Indian Bay. The dyke is being built across the end of the bay, and a canal constructed therefrom to Snowshoe bay. It will be curved a mile long, and be a substantial embankment of sandy and gravelly material, raised 4 feet above the high-water level of the lake and protected on the exposed side with a heavy facing of riprap. A gate and screen chamber on the shore will be built; and to protect the intake from material drifting along the shore, piers will be constructed 150 feet out into the lake at each end of the receiving hole. A submerged conduit is also planned to bring the water from a point at least 150 feet from the shore. The gate and screens have been designed with liberal areas for sluice-gate openings and for screens, so as to cause as little fall of the water from the bay to the aqueduct as possible. There will be at least two sluice-gates, not less than 5 feet wide, and 6 feet high; and the screens will have a total length of not less than 50 feet, and a height extending from the bottom of the aqueduct