

COAST TO COAST

Hamilton, Ont.—The Kenilworth Avenue subway will be completed and ready for traffic in a few weeks.

Oshawa, Ont.—On September 20th the town will vote on a by-law for a new structural steel industry to employ 1,500 men, the first unit of buildings to cost \$350,000.

Chilliwack, B.C.—The new sewerage system which was described in *The Canadian Engineer* for June 10th, 1915, was officially turned over to the city by Messrs. Cleveland and Cameron a few weeks ago.

Guelph, Ont.—Work on the Toronto-Suburban Railway line between here and Toronto was resumed a short time ago, and it is expected that the overhead work will shortly be installed. Several stations have been built along the line.

Ridgetown, Ont.—The town has four new wells, three of which are over 135 ft. in depth and the fourth 96 ft. deep. At a recent test, using the airlift system, the three deep wells delivered 125,000 gallons, and the fourth 30,000 gallons per day.

Vancouver, B.C.—While the Canadian Northern Railway have made arrangements to use for the present the depot of the Great Northern Railway Co., it is likely that work will be commenced shortly on the construction of its own terminals in Vancouver.

Camrose, Alta.—The C.N.R. have commenced operations on the laying of steel on its southeast branch from Camrose, the grade of which has been completed for about two years. It is the intention to finish the road as far as Battle River, some 60 miles distant.

Calgary, Alta.—The north retaining wall of the Centre Street bridge is at present being poured and pile-driving is in operation for the river piers. Cofferdam work will be started immediately on the north side, while that on the south side has been in progress for several weeks.

St. John, N.B.—Douglas Avenue is being graded and it is probable that some water-bound macadam will be constructed this fall. It is proposed to lay a bituminous surface next summer, at which time the street railway tracks will be raised and permanent pavement placed in the track allowance.

Hope, B.C.—Construction on the Hope-Coquahalla section of the Kettle Valley Railway will be completed by the middle of November, including snow sheds. Under the terms of a joint agreement between the C.P.R. and the Great Northern, this branch will be used by the latter also. At Hope, the G.N.R. will link up with the Canadian Northern Pacific Railway and run over its line into Vancouver.

Montreal, Que.—Construction work is being rushed on the new million-dollar addition to the Harbor Commissioners' elevator No. 1. Pile drivers have been in operation for about six weeks, and about 3,000 reinforced concrete piles have been placed. The form work for the elevator walls and sections has now attained the height of about 50 feet, concrete being poured through a number of tremies.

Toronto, Ont.—Within a week or two the Hydro-Electric Power Commission will have completed statistics and reports for the various municipalities interested in

the construction of a network of radial railways throughout the western portion of the province. The Commission has had requests from some 300 municipalities along 1,600 miles of roads, in the districts from Whitby on the east to Sarnia and Windsor on the west.

Ottawa, Ont.—Hon. Robert Rogers, Minister of Public Works, made an official visit in August to a number of harbor and river works that are being carried out under the direction of the Department. The lock, sluiceways, dam and dredging at the mouth of the St. Charles River are well under way, while excavation work in connection with the dry dock at Levis is rapidly proceeding. The Quebec post office is nearing completion, and the new docks at Three Rivers are under way.

Niagara Falls, Ont.—Another power scheme has been proposed. Mr. W. H. Barker, of Montreal, has submitted a proposition to generate 2,225,000 h.p. under the Horseshoe Falls, without impairing the beauty of the Falls or surroundings. He proposes to build a submerged dam, deflecting about 75 per cent. of the water for power purposes after it passed over the crest, and to return it to the cataract before the water reached the lower portion of the river. Penstocks would project into the fall and the power house would be in a tunnel behind it.

Winnipeg, Man.—It is reported that the Dominion Bridge Co. has secured the contract for the fabrication and erection of the superstructure of a large bridge to carry the Edmonton, Dunvegan and British Columbia Railway across the Smoky River. The bridge will consist of two 85-ft. deck plate girder approach spans, six 128-ft. deck truss spans, as well as one 125-ft. through truss span, which will be over the main channel of the river. The steel in the superstructure weighs approximately 1,100 tons, and will all be fabricated in the company's Winnipeg shop.

Magog, Que.—A section of the retaining wall forming part of the canal and power dam of the Dominion Textile Co., was carried away, making a gap about 35 ft. wide and 18 ft. deep. The rush of water against the remaining portion of the masonry deflected the current, undermining the power dam, with the result that a large section of the dam, including gates and gate houses, was also carried away. The accident resulted in lowering the water of the Magog River about 8 ft., and endangered a number of other dams in close proximity. The power house has a capacity of between 2,500 and 3,000 horsepower.

Edmonton, Alta.—J. D. McArthur, president of the Alberta and Great Waterways Railway, states that steel-laying will begin by the end of September, and that the line to McMurray will be completed before the end of the year. According to the same authority, who is also president of the Edmonton, Dunvegan and British Columbia Railway, the temporary bridge across the Smoky River has been completed, and track-laying will reach Spirit River in a few weeks. On the Grand Prairie branch steel will be completed by January. On the Canada Central line extending north from McLennan to Peace River Crossing, the steel will all be in place before the end of the year.

INSTITUTE OF MARINE ENGINEERS.

The above institute has been removed from the premises at Romford Road, Stratford, to those on Tower Hill, and all communications should therefore be addressed to: The Secretary, Institute of Marine Engineers, The Minories, Tower Hill, London. E.