

Coast to Coast

Edmonton, Alta.—The deficit of the Edmonton Street Railway department for 1913, which amounted to \$190,000, has brought the actual deficit of that department, after six years' operation, to almost \$400,000.

Toronto, Ont.—The Ontario Legislature has favored urging upon the Federal Government the importance of granting a measure that will stimulate anew the iron industry of Canada, the form of assistance to be left to the discretion of the Federal Ministers.

Montreal, Que.—Improvements effected by the new Montreal Harbor Commission during its first year of office in 1913, necessitating an expenditure of \$3,787,430 on capital account, and \$1,325,636 on revenue account against which there were total revenue receipts of \$1,361,964, are shown in the annual report of the commission recently issued.

Ottawa, Ont.—The powerful ice-breaker, for which the Ottawa Government has recently awarded a contract to the Canadian Vickers Company, will be of 8,000 h.p. The plan is to put the ice-breaker at work at the Cap Rouge ice bridge, prevent the accumulation of ice and afterwards to work between there and Montreal along with the Lady Gray and Montcalm. Not only will the opening of navigation be greatly advanced, but the spring floods along the St. Lawrence obviated.

Fredericton, N.B.—The C.P.R. has prepared plans for considerable work on the Atlantic Division for the present season; and while the work to be done will not be so extensive as during the past few years, it will be sufficient to maintain the efficiency of the line. Thirteen miles of new 85-pound rails will be laid on the main line between St. John and Megantic. On the main line, also, 40 wooden and dry stone culverts will be replaced by concrete, as well as a number of culverts on the branch lines. Twenty-five miles of ballasting will be done on the main line; while on the branch lines 61½ miles of light rails will be replaced by heavier rails, and 55 miles of ballasting will be done. A new loading siding will be built at St. Stephen; at Cardigan, at Burnside and Zealand on the Gibson branch loading sidings will be extended; and at Somerset Junction, in Maine, a new freight shed and two additional sidings will be built.

Vancouver, B.C.—The P.G.E. Railway Company has decided to proceed this year with the work on the establishment of docks and terminals at Squamish, and has estimated the expenditure for 1914 at \$200,000. The company's plans for the year call for the reclamation of the tide flats of at least a mile in area, and also for dredging a considerable portion of the harbor. Also, it has been stated by Mr. J. W. Stewart, president of the company, that the company expects to award contracts by May 1st for the construction of the portion of the Peace River route; and it is expected to cover 100 miles of the new line this summer and to have grading on the entire section of 330 miles north-east from Fort George under way in the summer of 1915. The extension is to be finished and ready for operation right through to the Alberta boundary in 1916. Grading will be rushed on a section 150 miles from Fort George to connect with the portion now under construction north of Clinton, and on the other contracts to be let this season.

Victoria, B.C.—Dredging operations of the site of the new Marine and Fisheries depot have reached such a stage that the successful tenderers will be able to proceed with the construction of the Government wharf immediately the con-

tract has been awarded. For the past three months the dipper dredge Mudlark has been confining its operations closely to the deepening of the channel in the immediate vicinity of the proposed wharves, until, at the present time there is a uniform depth of 18 feet at low water on the north side of the proposed wharf, while great progress has been made in digging out the hard-pan parallel with the channel. Already on the north side, running inshore to the Songhess Reserve, the Mudlark has taken out 52,000 cubic yards of material, and the dredge is now engaged in dredging out 35,000 cubic yards from the foreshore, running north and south. Upon the completion of this work during the next month, a total of 87,000 cubic yards will have been removed. When completed, the new Government wharf will be 450 feet in length, running north and south on the channel side, and will run inshore 210 feet, giving a depth of from 18 to 20 feet of water at low tide.

Victoria, B.C.—The Provincial Legislature has considered recently the estimates for the fiscal year, 1914-15. The estimated expenditure has been placed at \$13,742,009.60, and the estimated revenue at \$10,048,915.15. Among the votes affecting engineering projects at Victoria and in the immediate vicinity, are: \$340,000 for Soughes Indian Reserve improvements; \$315,000 for the extension and completion of the provincial parliament buildings; and \$245,000 for the completion of the provincial Normal School. The total estimated expenditure on public works throughout the Province is \$5,316,575. Of this amount \$2,319,500 will be spent on works and buildings; \$2,861,000 on roads, streets, bridges and wharves; \$96,075 on subsidies to steamboats, ferries and bridges; and a balance of \$40,000 on general contingencies. Other votes of important engineering interest coming under appropriations for other departments of the government are \$500,000 for work upon the new provincial university; \$150,000 for government buildings at Prince Rupert; a revote of \$50,000 for the completion of the courthouse at Vernon; a conditional revote of \$400,000 for the bridge across Second Narrows, Burrard Inlet; and a vote of \$100,000 for development work at Strathcona Park. The appropriation for the Forestry branch showed an increase of \$78,000; the Lands branch, a decrease of \$124,000; the Surveyor-General's department, a decrease of \$165,000; but the Water Rights branch, an increase of \$67,000.

St. John, N.B.—The report of Mr. Monsarrat, chief engineer of the Quebec bridge construction, upon the most suitable site for a bridge on the St. John Valley Railway over the River St. John, stated that borings at Dunham's Wharf, one and a half miles above the Mistake, the point previously most favored, disclosed a deposit of sand 50 to 60 feet deep overlying clay which would furnish a satisfactory formation for supporting piles upon which to build concrete or masonry piers. Towards the east shore he had located the 500-foot span which would provide for no interruption to logging operations, and on the west side near the deeper channel, a 25-foot swinging span. He believed this to be the best of three projected sites. He would not recommend any earth or rock filling. He was satisfied a bridge could be constructed across the river at this location which would cost approximately \$2,063,756, subdivided as follows:—superstructure, \$543,715; substructure, \$1,283,877; rock fill, \$47,000; track and telegraph, \$1,550; engineering and contingencies, \$187,614. However, the Foundation Company, Limited, of Montreal, had been asked to make an examination and to give an estimate on the work. That company concurred in the desirability of the site recommended, and reported that it could build the substructure for the sum of \$1,135,000, and have it completed by December 1st, 1915; and also could so arrange the construction of the piers that the steel work could be erected by December 31st, 1915.