

Coast to Coast

Toronto, Ont.—The Toronto-Hamilton highway was officially opened on Saturday, November 24th, by Premier Hearst.

Orillia, Ont.—Orillia's new electric power plant at Swift Rapids, on the Severn River, was formally opened on November 22nd.

Chin, Alta.—The Irrigation Department, Canadian Pacific Railway, Calgary, have nearly finished survey for canal to irrigate 7,000 acres of land.

Edmonton, Alta.—Operations have begun on the new track across 106th Avenue from 97th to 101st Streets. The material for the purpose has been taken up from the unused spur on the Highlands line, and will be laid in place at once. The construction is expected to take about a week, and the new routing of the low level cars will then be put in force. Only a single service track will be laid.

Montreal, Que.—The American International Shipbuilding Corporation has placed an additional large contract for fabricating structural steel, to be used in building cargo boats for the government, with the Dominion Bridge Company. The two orders thus placed amount to 40,000 tons of steel plates and shapes. The fabrication of this steel will take up the entire capacity of the Toronto and Montreal plants for ten months.

Hamilton, Ont.—The Industrial Department has announced that the Robert H. Hassler, Ltd., manufacturers of the famous Hassler shock absorbers for Ford cars, has decided to locate their Canadian factory in London. The American factory which is located in Indianapolis, Ind., is securing a considerable number of orders from Canada—the F. G. Morris, Ltd., of this city, who are the Canadian distributors of the Hassler shock absorbers, having twenty-eight cars on order with the Indianapolis factory at the present time. Mr. J. C. Piper will be the managing director of the new company.

Sault Ste. Marie, Ont.—The connecting link between the upper St. Mary's River and the new three-million-dollar power canal at the St. Mary's River has now been broken, the water which will flow for the development of a greatly increased supply of power for this city has been let into the new canal, and it is expected that the first unit in the new power house will be generating power by the middle of January. Thereafter units will be placed in commission until the whole 34 units will have been set in operation. This process will take about five months longer to complete, but the whole work of erecting the machinery and setting the new power plant in full operation will be completed by June next.

Vancouver, B.C.—Taking advantage of favorable tides and the fact that all the necessary gear and plant was on the spot, the city waterworks crew has just about completed the hauling into place of the last of the old 12-inch cast-iron submerged mains in the First Narrows, which were temporarily disconnected to allow of dredging operations for widening the channel of the narrows on the north shore. One of these two 12-inch mains was hauled into place and connected up a couple of weeks ago, and on the recommendation of City Engineer Fellowes, the waterworks committee made an additional appropriation to have the remaining main placed in commission. With the gear, donkey engine and plant necessary all on the spot, this second main will be placed in commission at about one-third of what it cost to get the first of the two old mains connected up.

Taber, Alta.—The Canadian Pacific Railway is stated to have run lines for a big irrigation ditch in which to carry water from the Belly River, west of Cardston, to the St. Mary's River. This is in preparation for the supplying of water to the Taber project, work on which it is understood will be commenced next spring. The plan is to take the water from the Belly River, which rises in the vicinity of Waterton Lakes Park, and carry it east through a ditch through Leavitt and empty it into the St. Mary's River above the present intake of the A.R. & I. main ditch. This project is made necessary owing to the present waters of the St. Mary's River being practically all used up by the ever-increasing irrigation area on the A.R. & I. ditch.

Vancouver, B.C.—A health clinic building to cost approximately \$30,000 will be erected by the Vancouver Rotary

Club on the old hospital grounds facing Pender Street, with the object of making a more determined fight against the white plague in Vancouver. The Rotary Club plans to start a campaign to raise funds for the erection of this building, which is to be presented to the city free of all cost, on the condition that the city grant the use of the old hospital site on which to erect the building. The Rotary Club already has a large share of the necessary sum pledged for the erection of the building. Not only does the club plan to erect and equip the building and present it to the city's health department free of all encumbrances, but the club will maintain the clinic in operation for one year, on condition that the city then take over the clinic and maintain it.

Vancouver, B.C.—Arrival at a practical agreement on a number of questions in regard to waterworks cost and maintenance was the result of a recent visit of members of the civic water committee to the municipality of North Vancouver district, when representatives of the municipal council were met. An inspection was made of the Capilano pipeline, the intake and system, the chief question at issue being the maintenance of the pipeline road up the Capilano. The city built this road when first constructing the waterworks and later turned the road over to the municipality on the condition that the latter undertook the upkeep. This the municipality has not done to the entire satisfaction of the city, and there is also the question of municipality's share of some cribbing work which was necessary to prevent the pipeline and road being undermined in certain places. As a result of Friday's conference the municipality agreed to repair the road, while the question of the division of the cost of the cribbing and other work will be referred to both councils to the incoming councils for next year to deal with. This agreement is to be submitted to both the city and municipal councils for ratification at their next meetings.

Ottawa, Ont.—The postal census of the manufacturers of Canada, taken in 1916, for the calendar year 1915, just issued, shows a general expansion in the manufacturing business of the Dominion. The number of establishments in operation was 21,306, representing an invested capital of \$1,994,103,272, employing 52,683 persons on salaries and 462,200 persons on wages, and producing goods to the value of \$1,407,137,140 from raw materials valued at \$802,135,862. During the decade 1905-15 the number of establishments increased by approximately 34 per cent.; capital, 135 per cent.; employees on salaries, 44 per cent.; employees on wages, 29 per cent.; salaries, 96 per cent.; wages, 70 per cent.; and the value of products, 95 per cent. The value of the products of factories in 1915 was \$1,407,137,140, as compared with \$718,352,803 in 1905, an increase of \$688,537, while wages paid totalled \$229,456,210, an increase of \$95,080,285. There were in Canada during the year covered by the statistics 65 establishments employing over 500 hands; 25 employing over 1,000; 9 employing over 2,000; 5 employing over 3,000; and 3 employing 4,000. Of these three establishments two employed over 5,000 hands. During the five-year period 1910-1915 the capitalization of Canadian industrial enterprises increased by \$746,520,663, or about 60 per cent.

Welland, Ont.—The four plants of the Canada Foundries and Forgings Company are working almost to capacity, both on war orders and on ordinary business. The company recently obtained an order for 500,000 shells from the United States. The first delivery was to be made on December 15th; delivery was given a month ahead of time and as a result the company obtained another order for 500,000 shells. The Brockville plant has enough business to keep it going until May 1st, 1918, and the two Welland plants have orders which will keep those factories busy until January 1st, 1918. While it is turning out war orders, domestic and export trade have not been neglected. In an interview with *The Canadian Engineer* recently, Mr. B. J. McCormick, general sales manager, said: "We are not neglecting our peace trade. We keep a certain percentage of our equipment available for regular customers. We make a large range of forgings including axe, hatchet and hammer heads, wrenches, crank shafts, connecting rods, and so on. We are doing a good business in our regular lines as well as in the munition business. We are also fostering our export trade, now shipping our products, among other countries, to Great Britain, New Zealand and Australia. Our chief difficulty at present is cargo space. While our plant is working at almost capacity we are still able to accept more business." The company is turning out a large quantity of ship forgings for Canadian yards.