

## COAST TO COAST.

**Victoria, B.C.**—If plans which a joint committee of the Victoria and Saanich councils are considering are carried out, a magnificent highway along Shelbourne St. to Mount Douglas Park will be constructed. The thoroughfare undoubtedly would be one of the best in the city, and by connecting the city with one of the finest spots in this section would prove an attractive addition to the already numerous beauty spots of which the city and adjoining territory boast. Plans of the proposed improvement have been under preparation for some time and were submitted at a joint meeting of representatives of the two councils. These plans show a roadway leading from Bay Street out to and around Mount Douglas, the entire length being approximately three miles. To fully improve this roadway by constructing sidewalks, boulevards, pave an eighteen-foot roadway on either side with a double tramway line in the centre would, it is estimated, cost in the neighborhood of \$240,000. To construct only the pavement portion at present would cost approximately \$150,000. The city has for some time been contemplating improvements to the Mount Douglas Park. The location is remarkable for its natural beauty and the magnificence of the view to be obtained therefrom. With a thoroughfare such as is suggested Shelbourne Street would be made the connecting link between the city and the park, and the attractions for visitors would be greatly increased. To raise the necessary funds the city and Saanich would have to take the money from general revenue or submit by-laws to their respective ratepayers. But until it is ascertained to just what extent the Government is prepared to go, the financial aspect of the matter will be allowed to stand.

**Winnipeg, Man.**—The city of Winnipeg has under consideration the expenditure of \$14,000,000 towards bringing a supply of 25,000,000 gallons of water per day from Shoal Lake. The estimate is based upon two pipe lines, the first of which would require four years in building. The construction of the second, requiring a time of like duration, would be proceeded with upon completion of the first and would be, generally speaking, an auxiliary line. A gravity system will be used. City Engineer Ruttan submitted an alternative estimate on a combined gravity and pumping system which would cost in the neighborhood of \$11,500,000 for construction, but would entail an annual expenditure for maintenance exceeding the gravity system alone by approximately \$168,000.

**Quebec, Que.**—A new electric water-leak alarm is being installed on ocean vessels. It includes a series of small iron boxes screwed at several different heights to the bulkhead of each compartment. Each box has an electric device connected to a convenient indicator-board, which is fitted with small glow-lamps of different colors, and is in circuit with an electric bell. As water reaches the lowest iron box, electrical contact is made, the lamp corresponding to the lowest level lights up, and the bell rings until switched off. The lamp remains lighted as the water rises to the second box, switching the current to the second lamp, or until the receding water is below the lowest contact, breaking the circuit.

**Ottawa, Ont.**—The final report of the Bradbury committee on the pollution of navigable streams was tabled by the chairman, the member for Selkirk, on June 2. The report recommends that the government arrange, during the recess, for a conference of representatives of each of the provinces, of the International Waterways Commission and the chairman, Mr. Bradbury, to discuss the whole problem

"with a view to overcoming local difficulties and agreeing upon some form of remedial legislation which could be passed concurrently by the Dominion government and the provincial legislatures." The committee also recommends that it be re-appointed at an early period, next session, with a view to carrying to completion the work now begun. The report states that Dr. Hodgetts, of the Commission on Conservation, has been asked, while in England this summer, to inquire as to the latest methods of sewage disposal in the old country, and to obtain further information as to sewage and water conditions.

**Toronto, Ont.**—The work of opening up the northern territory by the construction of good roads goes on apace. J. F. Whitson, the man who is spending the \$5,000,000 granted for the development of New Ontario, points out his progress in a recent report to Hon. W. H. Hearst, minister of lands, forests and mines. Gangs of several hundred men are scattered through the north laying out highways. Great progress is being made, especially in the Rainy River district. "Six camps on road construction have already been established in the Rainy River country employing 80 men, and within the next week or two, 100 to 125 men will be at work in this district," says Mr. Whitson. "By the end of June this number will be doubled." A very large section of land, which is badly in need of additional roads, will be opened up for settlement this year. Road making in Rainy River is very easy compared with other districts. Roads can be made at a reasonable cost as a result of the fires which swept over the country in 1894 and three years ago. A few camps will be started soon in Thunder Bay. Four camps have already been established in Sudbury, and a large force of men is at work. Work in Nipissing is well under way with about 100 men employed. In Timiskaming a number of camps have been started between Englehart and Matheson, and between Matheson and Cochrane.

**Montreal, Que.**—W. G. Ross, president of the Harbor Commissioners, and M. P. Fennell, secretary of the Board, left Montreal last week to visit the numerous lake ports, where they will go carefully into the grain handling facilities on the Great Lakes. The party will visit Fort William, Port Arthur, Duluth, Tiffin, Port McNicoll and other ports where grain is handled in large quantities. Messrs. Ross and Fennell will also interview the larger grain exporters of Western Canada with a view to having them ship their grain through Canadian ports and especially through the port of Montreal, in preference to the American ports which are now enjoying a large part of the Canadian business. It is expected that as a result of this trip, a large portion of the business now going through American ports will be diverted to Canadian channels, as the only reason local officials can give for this business going to the United States is that the people of the West are not familiar with the facilities which the Canadian ports offer.

**Moose Jaw, Sask.**—Official announcement was made recently by Hon. Robert Rogers, Minister of Public Works at Ottawa, that the Government had decided to erect two interior storage terminal elevators at Moose Jaw and Saskatoon, to have a capacity of three to four million bushels each and to cost in the neighborhood of a million dollars. The locations for the elevators for Alberta have not yet been decided upon but in all probability the first will be at Calgary. In addition to these interior storage elevators the Government has decided to erect a big transfer elevator on the Pacific coast, which will be owned and operated by the Government in order to handle the grain business which it is expected will flow west by the Pacific when the Panama Canal is opened. A Government-owned terminal elevator of large capacity will also be built at Port Nelson to handle the wheat