

Coast to Coast

Edmonton, Alta.—Twice as much building in Edmonton so far this year as for the same period last year is the way the building situation looks now. The sum total is already double that of 1916, and anything further from now to the end of the year will be clear gain over even that decided improvement. One of the largest projects is the utility and recreation building at the Swift Canadian plant, for which a \$40,000 permit has been issued.

Grand Forks, B.C.—The Imperial Oil Co. has completed the erection of a 14,000-gallon gasoline tank here.

Manitoba, Province of—The past year has shown a wonderful improvement in the road system of the province of Manitoba, due principally to the increased advantage which has been taken in regard to government aid to good roads and the formation of dragging districts. At the western end of the province, in the municipality of Wallace, there is probably the most extensive system that has at present been carried out. Adjoining municipalities which watched the results of the good roads movement in Wallace municipality have now made application to come under the Good Roads Act, and the province is benefiting materially from the improved conditions of the highways. In the poorer municipalities where it is felt that the time is not ripe to put a good roads system into effect, a government grant of \$3.25 per mile per season is given towards the cost of keeping the roads dragged with split log or other types of drag. Most of these schemes are the direct result of the activities of the Manitoba Good Roads Association.

Orillia, Ont.—The Ragged Rapids dam, on the Severn River, was blown up on November 10th. Four tons of dynamite was used in the operation, which fully met all expectations. More than two-thirds of the structure was entirely demolished. The remainder will be dealt with later. More than a thousand yards of concrete were sent into the air. The dam was completed about ten years ago, and was the third which Orillia had constructed for her power plant, the first one having given way and the second one proving unsatisfactory. It cost about \$65,000. It has now been blown up as a part of the plan for canalizing the Severn River as part of the Trent Canal waterway, and a splendid new dam and power house has been built by the Department of Railways and Canals at the Swift Rapids about a mile further down the river. In this power-house Orillia has installed a new hydraulic and electrical machinery and equipment with a capacity of 6,000 horse-power, which will give her abundance of power for her industries at a cost of over \$150,000. The whole work at the Swift Rapids, including the lock, which will raise and lower vessels 47 feet at one lift, will cost three-quarters of a million dollars, and is being carried out by the Inland Construction Company. The greater part of the work has been completed, but considerable remains to be done to the lock. Orillia has for the past year been purchasing over 2,000 horse-power from the Hydro-Electric Commission, in addition to what was got from the old plant at the Ragged Rapids, and this power will now be released for the use of the towns on the Hydro's Simcoe system. The blowing up of the dam, which was an operation of more than usual magnitude, was carried out by the Canadian Explosives Co., Mr. R. Y. Russell superintending the loading of the 8,000 pounds of dynamite and throwing in the switch which sent off the charge. Mr. A. J. Grant, superintending engineer of the Trent Canal, was present to see the work carried out, together with several other officials.

Ottawa, Ont.—The Government has placed an embargo on the shipment of iron and steel from Canada save in exceptional cases, in which licenses may be granted by the Customs Department. This action is due to the great shortage of these commodities for munitions, shipbuilding and other operations.

Regina, Man.—Plans are being completed for the holding of a large joint meeting of members of the Manitoba, Saskatchewan and Alberta motor leagues in this city on December 11th. It is proposed to draft an appeal to present to the Government, asking that legislation be granted whereby the improvements on main highways be taken out of the hands of the municipalities and turned over to the Government. Under the present Good Roads Act the Government

cannot make a move to improve a road until the municipality has moved in the matter and requested their co-operation.

St. John, N.B.—D. A. Saker and Co., who acquired the Warner property on the Strait Shore, are making preparations for the building of a number of wooden sailing craft. This firm anticipates taking up steel shipbuilding when the time is opportune.

St. John, N.B.—Grant and Horne, Courtenay Bay, have laid the keel for a large wooden steamer with a carrying capacity of 3,000 tons, and about 200 men are rushing the work of construction. The keel, composed of British Columbia fir, is 250 feet long. Native timber will be largely used in the building of this steamer. A second steamer will be put on the stocks immediately upon the completion of the present ship. This yard is now well equipped with building plant.

St. John, N.B.—The grain elevator being built by the Fegles-Bellows Co. for the Canadian Government Railways is approaching completion. The concrete substructure is practically complete, and the workmen are now employed on the steel superstructure, which will be 100 feet in height. The capacity of the first unit of this elevator will be 500,000 bushels. The rebuilding of No. 5 warehouse on the western side of the harbor is being proceeded with by Kane and Ring, contractors.

St. John, N.B.—The New Brunswick Power Co. expect to put their new pumping station into operation very shortly.

St. John, N.B.—The St. John Shipbuilding Co., of which Thomas Nagle is manager, and which numbers among its directors some of the wealthiest men of Eastern Canada, have negotiated for a yard site on Courtenay Bay, adjacent to the Grant and Horne yard, and are now having it surveyed by marine engineers. This company propose building ships of both wood and steel.

Trail, B.C.—A. L. McCulloch, of Nelson, engineer in charge of the extensive waterworks and sewerage improvements, recently furnished the following statement to the City Council of the condition of the work which has been in hand by the contractors for several months past: Up to November 1st there has been laid 1,514½ lineal feet of 12-inch and 15-inch sewers, 9,637 lineal feet of 8-inch sewers, and 21 manholes have been built. There remains yet to construct 8,992 lineal feet of 8-inch sewers and 51 manholes to build. There has, therefore, been completed 55 per cent. of the pipe-laying and 33 per cent. of the manholes. The pipe-laying on the Cambridge Creek conduit pipe line is completed. The pipe-laying on the distribution system is practically completed. All the hydrants to the number of 34 have been set. These, with 10 of the old hydrants retained, make 44 fire hydrants in use on the distribution system. Cambridge Creek water was turned into the city mains on October 1st, and has been in use since then. Work on the distribution reservoir was started in July, but on account of the difficulty of getting water for use in the construction, work was stopped until the Cambridge Creek water was available. This work is now under way, and 80 per cent. of the reservoir embankment has been completed. After the embankment is completed there still remains to be done the reservoir lining. Work on the Violin Lake conduit pipe line is progressing favorably, about 70 per cent. of the pipe now being laid, and the work will be completed in about two weeks. When tenders were called for recently for the construction of the dam at Violin Lake and for clearing the land that will be flooded when the dam is completed, no tenders were received. Violin Lake storage will not, therefore, be available for some time, as the dam cannot now be constructed until next summer.

Toronto, Ont.—The contractors on the double-track improvements on the Canadian Pacific Railway east of Yonge St., are making rapid headway with the two bridges over the reservoir ravine and the belt line ravine. The reinforced concrete piers are some of them finished and the foundations of the remaining well begun. The large concrete monoliths, weighing over 50 tons each to carry the tracks, are nearly all cast and once the piers are completed will be lifted into position in short time.

Toronto, Ont.—The Toronto Harbor Commission have arranged to lease a large site on the waterfront within the harbor, between Spadina Avenue and the old Queen's Wharf, to the Dominion Shipbuilding Co. The site will contain about 15½ acres, upon which the company will erect buildings, slips and drydocks costing many thousands of dollars. Preliminary work is to be commenced at an early date.