

COAST TO COAST

Stratford, Ont.—Mr. John Roger, county road engineer, reports a total expenditure in the county of Kent last year of \$26,884.

Chatham, Ont.—The need of a county good roads system was voiced at a recent meeting of the county council and the matter received considerable discussion in view of the participation by the government in the cost of construction and maintenance under the new Highways Act, which came into force on January 18th.

Montreal, Que.—The board of control is considering a recommendation involving the construction of a barrier to prevent water from the St. Lawrence River backing up into the Little St. Pierre River, referred to in another paragraph. The proposal includes also the construction of a pump house and the total cost is placed at \$120,000.

Guelph, Ont.—The annual report on county roads shows an expenditure last year, under the Highway Improvement Act, of about \$25,000, of which about 25 per cent. was for bridges. The superintendent recommends the use of road oil on these county roads, as it has been found in Wellington to give good satisfaction.

Victoria, B.C.—Construction is now in progress on the Patricia Bay branch of the C.N.R. on Vancouver Island. Plans have been prepared for car ferry slips and docks at Patricia Bay for the transfer of passengers and freight from the mainland, and it is expected that a start will soon be made on the construction of terminal facilities.

Toronto, Ont.—In a recent interview Mayor Church intimated that the city would be willing to bear its share of the cost of an improved highway from Toronto to Lake Simcoe. A proposal is under way to extend the scope of the York County Highway Commission to include the roads of North York, and this main thoroughfare is receiving paramount attention.

Belleville, Ont.—According to the annual report of Mr. J. W. Evans, city engineer, 11,771 sq. ft. of sidewalk was constructed during 1915 at a cost of 35c. per sq. ft., including cost of labor, material and rent of concrete mixer. New pavements were laid on Florin Street and Victoria Avenue and about 24,000 sq. yds. of macadam were laid on various streets.

Moncton, N.B.—The Intercolonial Railway management has been working on a project involving a division between telegraph lines for railway use and commercial purposes, the desire being to obtain exclusive use of its own lines for railway business. The work has been under way for over a year, and it is expected that the new arrangement will be completed in a few weeks.

Edmonton, Alta.—The Edmonton, Dunvegan and British Columbia Railway, the head office of which is located in this city, announces that the main line reached Spirit River on January 22nd, this completing for the time being the main line programme of the company and connecting Spirit River and Edmonton by 357 miles of railway. Construction will now be proceeded with on the Grande Prairie branch, which leaves the main line near Spirit River. Steel is expected to reach Grande Prairie City in March.

Victoria, B.C.—Steel work has been completed for the new observatory which the Dominion Government is constructing on Little Saanich Mountain. Mr. C. H. Topp is in charge of the work. The building will house a 70-inch telescope, expected to be delivered not later than June, and the structure will likely be completed by

that time. Water mains will be laid to the top of the mountain during the next few months and the road leading thereto will be resurfaced early in the spring.

Vancouver, B.C.—The annual report of the Vancouver and Districts Joint Sewerage Board shows an expenditure of about \$787,600 on trunk sewers in Burrard Peninsula during 1915. The sewer accounts were made up of the following items: Brunette River improvement, \$17,640; Balaclava trunk sewer, \$129,449; Bridge Street sewer, \$40,750; Central Park sewer, \$565; China and Canoe Creek sewer, \$69,297; China Creek extension, \$187,886; Clark Drive sewer, \$212,304; Clark Drive sewer, No. 2, \$56,038; Hastings Park sewer, \$66,987; Kaye Road sewer, \$126; general plant and stores, \$578.

Montreal, Que.—A report has been submitted concerning the conversion of St. Pierre River into a covered sewer. The board of control has the matter at present under consideration. This small river rises in Cote St. Luc and empties into the St. Lawrence below the city waterworks. It receives sanitary and storm sewage from the municipalities of Lachine, Ville St. Pierre, Montreal West, and Government properties, etc., and also waste water from the Lachine Canal. With the exception of about 700 ft. already covered, it is practically an open sewer. The report of the investigating commission recommends a project estimated to cost \$610,000.

Ottawa, Ont.—It is expected that the International Joint Commission will conclude at least two very important investigations before the close of the present year. These are the extent and prevention of pollution of international waters and the effects of power development upon the level of the Lake of the Woods and tributary waters. Upon this latter question the commission has done an immense amount of investigatory work and is now in possession of detailed reports and of a large amount of data bearing upon the effects of lake and river levels. Meetings were held recently at Detroit and Winnipeg for the discussion of this important question.

Montreal, Que.—The following is an extract from the recent address of Mr. G. F. Benson, retiring president of the Montreal Board of Trade: "I would particularly call attention to the matter of the opposition of the Canadian Society of Civil Engineers to the present aqueduct scheme and the letter sent by our council to the Board of Commissioners. This is a question that I think needs the very careful attention of your new council, and of the members of this board. The statement is made that as a scheme for the development of power by the city, the enlargement of the aqueduct, as now proposed, is not an economic commercial proposition. It would seem to be leading to a cost of development that will greatly exceed that of any modern hydro-electric development, and the figures would indicate that it will result in a cost per horse-power to the city higher even than the cost of development by steam power, and considerably higher than the present contract price that the city is now paying for electric power. The question also arises as to whether it is in any case wise to make the city dependent upon one source of hydro-electric power, in view of the well-known troubles from frazil and backwater during the winter season, referred to in the letter addressed by your council to the Board of Commissioners."

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The index to Volume 29 of The Canadian Engineer (July to December, 1915), is now ready and will be mailed to any reader upon request.