

COAST TO COAST

Winnipeg, Man.—A commission to inquire into drainage questions has been practically promised by the provincial government.

Kingston, Ont.—The Utilities Commission has offered to supply the Street Railway Company with power for ten years at 1.2 cents a kw. hour.

Vancouver, B.C.—It is expected that the new Kettle Valley route over the Hope Mountains will be ready for traffic when the C.P.R. puts the summer schedule into effect on June 1st.

New Westminster, B.C.—The Canadian Northern Railway has recently acquired that section of the old main line of the Great Northern Railway between Fraser River bridge and Port Kells.

Victoria, B.C.—Alluding to certain criticisms of the purchase of the Sooke watershed, Mr. Rust maintains that the city will derive sufficient revenue from the sale of the timber to more than cover the cost.

Toronto, Ont.—At the annual convention of the Ontario Hydro-Electric Railways Association a resolution was passed calling upon the government to restrict exportation of power to the United States.

Galt, Ont.—The new Lake Erie and Northern Electric Railway has commenced operating its line from Galt to Brantford. The Port Dover line is complete except for the overhead construction, which is under way.

Montreal, Que.—The Bell Telephone Company last week successfully opened the Montreal-to-Vancouver telephone line. This line is said to be the longest ear-to-ear circuit in the world, extending for 4,227 miles.

Toronto, Ont.—The Toronto, Barrie and Orillia Railway has applied to the government to be allowed to proceed with the construction of its proposed line. The company has already spent \$55,000 on preliminary work.

Calgary, Alta.—City Engineer Craig is in favor of waiting results of the activated sludge experiments before building a new sewage disposal system, which as at present proposed, would cost in the neighborhood of \$400,000.

Winnipeg, Man.—According to Superintendent Phillips, over \$19,000,000 has been expended in bringing the electric railway system up to its present standard. The number of passengers carried during the last three years averages 50,000,000.

Ottawa, Ont.—Hon. J. D. Hazen estimates that it will cost probably \$9,000,000 more to give the St. Lawrence ship channel a width of a thousand feet and a depth at low tide of 35 ft. from Montreal to Quebec. He states that the work will take five years.

Windsor, Ont.—At a meeting of representatives of the five border municipalities here it was decided to form the Essex Utilities Commission to construct and maintain sewer, water, light and power systems at Windsor, Walkerville, Sandwich, Ford and Ojibway.

Berlin, Ont.—At a conference of municipal representatives Sir Adam Beck outlined a scheme for a hydro-radial line from Elmira through Berlin to Galt and thence to Hamilton and St. Catharines, with branch lines running to Guelph, Hespeler and Puslinch Lake.

Limoilou, Que.—Work has started on the construction of the cattle market for the Quebec Abattoir Co. at Limoilou. Work will be done by day labor under the

superintendence of Jos. Gosselin, General Contractor. Estimated cost, \$35,000. H. Laberge, Architect.

Toronto, Ont.—The Toronto Suburban Railway has asked the York County Council for an extension of franchise to enable the company to connect the present Dundas line with the Georgetown branch at a point near the present terminus of the Dundas line at Lambton.

Calgary, Alta.—Superintendent Breen, of the water-works department, informed the city commissioners that the matter of water services freezing up was becoming very serious. The cost of thawing out services during this winter will likely be in the neighborhood of \$50,000.

Loretteville, Que.—The grading of the St. Charles and Huron River Railway, a branch of the C.N.R., from Loretteville to Stoneham, Province of Quebec, has now been completed. Track will be laid in the spring and the road opened for traffic on June 15th. Jos. Gosselin, General Contractor for grading. C. A. Newton, Resident Engineer.

St. Catharines, Ont.—The Niagara, St. Catharines and Toronto Railway have asked parliament to extend the time allotted for finishing its railway from Fort Erie to Niagara-on-the-Lake; from St. Catharines to Hamilton and Toronto, and from Port Colborne to Fort Erie, but is partly to allow the Niagara, St. Catharines and Toronto Railway time to purchase the Michigan Central line from Fort Erie to Niagara-on-the-Lake.

St. Catharines, Ont.—Although the construction of Sections 1 and 2 on the Welland Ship Canal are behind on the schedule for their completion in the spring of 1917, Chief Engineer Weller states that now construction work is in full swing they are gaining on their schedule and will be ready for opening as intended. He states, however, that it is practically impossible for Section No. 3 to be completed before the spring of 1918, owing to the large amount of concrete to be placed. He recommends that contracts be let for Sections 4 and 8 as soon as possible.

Edmonton, Alta.—During 1915 three hundred and twenty-six miles of new railway were constructed in the province. With the exception of 22 miles built by the C.P.R., the entire mileage was constructed with the aid of government guarantees. The new mileage is credited to the various lines, as follows: Canadian Pacific Railway, 22 miles; Canadian Northern Railway, 59 miles; E., D. & B.C., 97 miles; A. & G. W., 100 miles; Central Canada Railway, 48 miles.

Hamilton, Ont.—There will shortly be a mass meeting of representatives of local municipalities to discuss the hydro radial schemes. There is talk of a branch line from the main radial between Toronto and London with a junction at Port Credit. There is a likelihood of efforts being made to purchase the electric line between Hamilton and Oakville of the Dominion Power and Transmission Co. From Hamilton the radial will proceed to St. Catharines and thence to the Niagara River. It is also planned to build a line from Hamilton to Guelph.

Berlin, Ont.—To a large gathering of municipal representatives Sir Adam Beck recently outlined a proposition whereby existing branches of the G.T.R. and C.P.R. may be used to better advantage and serve as feeders for the main lines in this section of the province. Whereas it will be impossible to construct hydro-radial branch lines parallel to branches already in operation of steam railways, it will be possible to have these branches electrified and to secure running rights over them. Sir Adam instanced the G.T.R. branch from Berlin to Galt and from Berlin to Elmira as well adapted for such use.