

COAST TO COAST

Quebec, Que.—The entrance piers of the new graving dock at St. Joseph de Levis have been completed and excavation work for the dock proper is well under way.

Winnipeg, Man.—An analysis of all public water supplies in the province has been ordered by the Provincial Board of Health. The recent epidemics are blamed on impure water.

Ottawa, Ont.—The Laprairie link of the new highway from New York to Montreal is to be finished this year. The cost of completing the work will be about \$79,850, which will make the total cost about \$150,000.

Ottawa, Ont.—Provision has been made for the appointment of a commission to study the railway situation in Canada. It is possible that the government has in mind the nationalization of both the Grand Trunk Pacific and the Canadian Northern Railways.

Simcoe, Ont.—The Lake Erie & Northern Railway management has extended that part of the local depot in which the electric installation for current will be placed, having changed its plans. The road will receive considerable Hydro current through Simcoe.

Vancouver, B.C.—The B.C. Electric Railway is completing the construction and equipment of the sub-power station near Horne Payne station on the Burnaby Lake Line, which was delayed two years ago, and a large gang of men is now at work on the building.

Toronto, Ont.—Work is now in full swing on the long-awaited Lansdowne Avenue civic car line. All the material necessary—rails, switches, poles and other supplies—are to hand, and are being rapidly placed in position. It is expected the line will be in operation before the fall.

Brantford, Ont.—Work on the L. E. & N. Railway between Brantford and Port Dover is progressing favorably despite the scarcity of labor. Overhead work as far as Waterford will be completed by the end of the week, and the company expects to have the line into Simcoe opened in a month.

Ottawa, Ont.—Frank Darling, architect of the Federal Plan Commission, in reply to a request of the Board of Control, in which an application for a building which was to be over the 110-foot height limit, was referred to him for report, objected strongly to the recommendation of the Commission being set aside, and held that the 110-foot limit should be preserved.

Montreal, Que.—Hollinger Gold Mines, Limited; Acme Gold Mines, Limited; Millerton Gold Mines, Limited, and Claim 13147 of Canadian Mining and Finance, Limited, all situated at Porcupine, Ont., two of them producers of yellow metal, are to be amalgamated with nominal capital of \$25,000,000. Title of the new corporation is to be The Hollinger Consolidated Mines, Limited.

Montreal, P.Q.—The Canada China Clay Company is applying for a Dominion charter, the capital of the company is to be \$1,500,000. The company owns a large kaolin deposit in Amherst Township, Que., and this will be connected up to the C.N.R. by a branch line. Tests carried out on the clay indicate that it is of high ceramic value and also may be used in the manufacture of high-grade paper and certain paint pigments.

South Vancouver, B.C.—The trunk sewer on George Street is almost completed; the progress on the Prince

Albert Street sewer has during the past week been somewhat slower on account of the nature of the ground. A strata of hardpan mixed with heavy gravel and boulders has been met. Satisfactory progress is being made with the Commercial Street work, the trunk there being laid to within 135 feet of the intersection of Twentieth Avenue and Commercial Street.

Ottawa, Ont.—Discussion arose during a debate on the Canadian Northern Railway situation in regard to the passage of the two C.N.R. Niagara charter bills. It was commenced by W. A. Buchanan, who stated that as the C.N.R. held many charters in the Lethbridge district and had built no roads, it did not seem fair that they should be given permission to build in settled parts of Ontario when the West was in need of transportation facilities.

Winnipeg, Man.—Foundation work on the new Eaton building is well advanced. The retaining wall trenches on the east and south sides are ready for the concrete. The excavation for the basement is half finished. It is expected that the first steel girders for the skeleton will arrive about the middle of June. After that the progress will be fairly steady and rapid. Some of the grillage has already been delivered, but the sections that will have to be laid first will not get here until about June 15.

Calgary, Alta.—The large cement plant at Exshaw Alberta, which when working regularly employs about 300 men, will be reopened about the 1st of June, according to a statement of the manager of the Canada Cement Company at Calgary, A. H. McGuire. "The Calgary plant may be opened later," said Mr. McGuire, "but the Exshaw plant is the largest one in this district and the one best equipped to supply large quantities of cement at bottom cost of production because of its proximity to the cement rocks."

Sudbury, Ont.—Serious damage amounting to hundreds of thousands of dollars has been done by floods in this district. Dams and bridges on the Spanish and Vermilion Rivers have been carried away or badly damaged. The Spanish Pulp and Paper Company's dam at Onaping was carried away and the whole season's cut went with it. The C.P.R. bridge at Whitefish was damaged, the approaches being swept away. The Sudbury flour mills' dam at McPherson Falls, has been carried away. Several miles of Algoma Eastern Railway tracks are under water.

Westmount, Que.—In keeping with the progressive policy of this city an architectural commission is to be appointed who will pass on all plans. The city council is determined that the city will not lose any of its beauty and that no buildings, walls or monuments which are not in keeping with the general tone of the community will be erected. The commission will be composed of the mayor, the general manager, and the engineer of the city, all ex-officio; four architects, and any other persons that the council may appoint from time to time. Each member of the commission will act without any remuneration.

Collingwood, Ont.—The Collingwood Shipbuilding Company, Limited, successfully launched the steamer "Iocolite," the second of the oil tank steamers which they are building for the Imperial Oil Company, Limited. The Imperial Oil Company has awarded the builders three contracts for vessels of this class, and also an order for two larger ocean-going steamers, making five vessels in all. The ships are equipped with all the latest appliances for the rapid handling of oil cargoes, and have special arrangements for carrying either crude oil, gasoline and lubricating oils. The propelling machinery, boilers and other equipment have all been manufactured by the Collingwood Shipbuilding Company, Limited.