

COAST TO COAST

Galt, Ont.—Work has been commenced by the Lake Erie and Northern Railway on the State Street retaining wall.

Sydney, N.S.—There are now four furnaces in operation at the Dominion Steel plant, the fourth having been blown in on July 5th.

Hamilton, Ont.—The T., H. and B. grade separation problem was again considered by the Dominion Railway Commission, sitting in Hamilton, on July 17th.

Halifax, N.S.—A new train ferry, "Prince Edward Island," has arrived from Newcastle, England, for use by the Intercolonial Railway to carry cars between Prince Edward Island and Cape Tormentine, N.B.

St. John, N.B.—Mr. A. R. Wetmore, District Engineer for the Department of Public Works at Ottawa, states that the new bridge across the Reversible Falls will be open for traffic in August. He is arranging for the removal of the existing suspension bridge.

Port Colborne, Ont.—Work has commenced on a small section of the proposed pipe line to supply the towns along the new Welland Canal with water. It is stated that only a small section will be installed at the present time and will be used for test purposes prior to the construction of the entire line.

Hamilton, Ont.—The malleable iron factory of the International Harvester Co. opens again on July 19th and in a few weeks the entire plant will be in operation. The activities are due, not to war orders, but to orders for agricultural implements for the West. The Oliver Plow Works will also be working to full capacity soon.

Ottawa, Ont.—The lease of the Grand Trunk Pacific properties at the head of the lakes, including the Superior Junction section and the terminal and elevator facilities, has been signed up and the government has now full control for a period of 999 years of the property. It is stated that the consideration is \$600,000 per year, this being on the basis of $4\frac{1}{2}$ per cent. upon the cost of the property.

Vancouver, B.C.—Among the seven money by-laws that met their Waterloo when submitted to the rate-payers last month was a \$65,000 by-law for the repair of the Connaught bridge, recently put out of service by fire. The city council is eagerly searching for some other means of financing the necessary repairs, and in the meantime tenders are being considered for the construction of a temporary structure.

Galt, Ont.—Since the Lake Erie and Northern purchase of the Grand Valley Railway from Paris to Galt it has been announced by Mr. M. N. Todd, general manager of the Lake Erie and Northern, and also president of the Galt, Preston and Hespeler Railway, that these two lines, both of which are closely affiliated with the C.P.R., may shortly be amalgamated, providing a through electric line from Berlin to Port Dover.

Chatham, Ont.—It is stated that the Hydro-Electric Power Commission of Ontario is negotiating with the C.N.R. for the purchase of the Chatham, Wallaceburg and Lake Erie Railway, which runs from Erie Beach on the south to Wallaceburg on the north. If purchased, the line will be made the nucleus for a hydro radial system in this part of the province, and the road will

be extended to Sarnia through Petrolea and other places about to install Niagara power.

Sarnia, Ont.—The Sarnia Gas and Electric Light Company has received from the city council an offer for its entire electrical plant, lines and properties, the sum offered by the corporation being \$155,000. If the company will accept this figure the council will have a by-law prepared to submit the question to the ratepayers, who will decide whether they wish to buy the local concern out, and install hydro, or whether they wish to install another plant and run it in opposition to the present company.

Stratford, Ont.—The Stratford Public Utilities' Commission, composed of the old water commission and the light and heat commission, which have amalgamated, organized its new forces recently, and appointed Mr. Angus McDonald, formerly chairman of the light and heat commission, as chairman over the new body. Mr. R. H. Myers, superintendent of the light and heat commission, was appointed secretary-treasurer of the new body, and Mr. Wm. Trethewey was appointed secretary of the water committee.

Victoria, B.C.—The city engineering department is proceeding by day labor with the pile foundations for the Selkirk syphon of the north-west sewer, and tenders are in for the supply of 930 feet of steel pipe. It will be laid about 14 ft. below water level, and the sewage from the north shore will pass through it under pressure to the Sunnyside tunnel. These tunnels, mentioned in a recent issue of this journal, will be completed in about two months, and it is expected that the syphon will also be in place by that time.

Toronto, Ont.—Another rumor is going the rounds regarding an early start on the new Union Station and railway terminals. It is stated that an arrangement has been made for advances of \$4,000,000 by the Bank of Montreal on the guarantee of the Canadian Pacific and Grand Trunk Railways, and that all details have been worked out, including the arrangement with the government in regard to the question of a postal station. However, there's no harm in observing that, like its numerous predecessors, the rumor appears to lack something.

Halifax, N.S.—The city is considering an offer from the Halifax Power Co. covering a half interest in the concern. It owns the nearest and best water-power, eighteen miles distant, and combining the waters of the Indian and North-east Rivers with large reservoirs. Mr. S. M. Brookfield, who is president of the company, claims that the city can thereby derive fifty per cent. more light than it receives at present for the price. It is expected that the new ocean terminals under construction will take about twenty-five hundred horse-power and the new dock will take even more.

St. John, N.B.—A decision was handed out by the supreme court against the city contention that it could compel the street railway when making rail changes to substitute grooved for "T" rails and to lay concrete foundations. The one point of the reference on which the city contention appears to have been upheld by the court was that the company must keep its rails level with the street, whatever the street grade may be. This is a most important decision, and, read in conjunction with the declaration that the company must provide good foundations for the tracks, gives the city the needed assurance of a satisfactory roadway.