

COAST TO COAST

South Vancouver, B.C.—Mr. S. B. Bennett, municipal engineer, reports that up to October 15th \$32,000 had been spent on sewer work in the municipality this year.

Calgary, Alta.—The Centre Street bridge, the construction of which has been temporarily delayed owing to a prolonged consideration by the city council of its finances, will now be proceeded with.

Victoria, B.C.—The northwest sewer is rapidly being completed. South of Pine Street it is practically finished with the exception of the manholes, and the work is proceeding north through some heavy open cut and several pieces of tunnel work.

Stratford, Ont.—About 6,160 lineal feet of pavement and 18,700 feet of sidewalks have been constructed this year, according to Mr. A. B. Manson, city engineer. The amount is less than last year owing chiefly to the unfavorable weather conditions during the summer months.

Saskatoon, Sask.—It is expected that the 25th Street bridge will be ready for service in a month. Considerable filling is required in the approaches, and several stretches of sidewalk are also necessary. The concrete work of the bridge proper has been completed, however.

Winnipeg, Man.—It is reported that steel laying is rapidly progressing on the Victoria Beach line of the C.N.R., and that the work will shortly be completed. Victoria Beach is 72 miles from Winnipeg, and about 14 miles of track laying has yet to be done.

Winnipeg, Man.—Among the many propositions in the air for the supply of natural gas to various cities in the West, there is one which aims at supplying Winnipeg from wells south of Lethbridge, Alta. This undertaking would involve pipe lines over 700 miles in length.

Edmonton, Alta.—Grading has been finished to within 8 miles of McMurray, on the Alberta and Great Waterways Railway. Steel is about 75 miles back, and will reach McMurray early in March, it is now expected. Ballasting was completed some weeks ago to Lac la Biche.

Three Rivers, Que.—It is reported that over 1,000 men are at work on the new dam across the St. Maurice River above La Loutre Falls, some 200 miles north of La Tuque. The St. Maurice Construction Company was awarded the contract by the Quebec Streams Commission last summer.

Guelph, Ont.—Mr. T. J. Hannigan, secretary of the Ontario Hydro-Radial Union, announced that the municipalities through which lines have been surveyed for hydro-radials would likely be called upon in January to vote on the routes, plans, etc. A number of group conferences will be held during November and December.

Edmonton, Alta.—On the Oliver-St. Paul de Metis Railway grading is rapidly being completed. It is expected that over 100 miles of the railway, which will be 117 miles in length, will be entirely graded before work closes down for the winter. It passes through a rolling country and many heavy cuts in clay formation have been necessary.

Niagara Falls, Ont.—The Canadian Niagara Boulevard has now been practically completed from Niagara Falls to the Fort Erie ferry landing, and the stretch of highway built by the village of Fort Erie from the ferry

landing to Queen Street, through a contract let to the Simcoe Paving Company, has also been practically completed.

North Vancouver, B.C.—According to an interim report of Mr. A. M. West, city engineer, for the first 9½ months of this year, engineering expenditures have been as follows: Board of Works, construction, \$18,744.17; Board of Works, maintenance, \$5,618.91; waterworks, \$15,928.84; parks and cemetery, \$5,336.84; local improvements, \$2,509.91.

Toronto, Ont.—Hon. Robert Rogers, Minister of Public Works, stated last week that arrangements had been reached respecting the defective harbor work in Toronto, and that the contractors had been instructed to immediately proceed with the reconstruction recommended in the recently presented report of the board of engineers appointed last July to make a complete investigation.

Lethbridge, Alta.—Construction work is to be pushed by the C.P.R. on an additional 25 miles of track from Foremost, Alta., east to a point about 10 miles from Lake Pakowki. This will form part of the through line between Weyburn, Sask., and Lethbridge, Alta., and when this section is finished there will only be a gap of about 44 miles between the line now terminating at Altawan, Sask., and the east end of the Foremost extension.

Ottawa, Ont.—With a view to maintaining control of some most valuable undeveloped water power sites along the Winnipeg River in the interests of carrying out a comprehensive scheme for power development ranging upwards of 114,000 h.p., the Dominion Government has purchased a strip of land along the river from a Chicago holder. The policy of the government in regard to water powers is that no permanent title should pass from the Dominion for a property dominating water power.

Guelph, Ont.—At a meeting of delegates from the various municipalities interested in the proposed system of hydro radials for the province, held in Guelph on October 27th, the Hydro-Electric Power Commission submitted plans for a system of radial railways to connect Toronto, Port Credit, Milton, Guelph, Berlin, Stratford, St. Mary's, London, Strathroy, Arkona and Sarnia. The proposal was presented by Sir Adam Beck, chairman of the Commission. A resolution was adopted in favor of the scheme, and another advocated a campaign to urge its early construction.

McLennan, Alta.—On November 1st a new train service was established on the Edmonton, Dunvegan and British Columbia line. Trains leave Edmonton at 8 p.m., making a night run to McLennan. A day run is then made to the end of steel, either on the main line of the E. D. & B. C. to the Smoky River, where the new bridge is being erected, or north over the Central Canada line to a point about seven miles from Peace River Crossing. Grading on the former line has been completed westward to the Spirit River. Grading on the Central Canada has been completed. On the Grande Prairie branch, grading is also nearing completion and steel will be in place by February.

Toronto, Ont.—Although the contractors, Messrs. Quinlan and Robertson, have had to contend with considerable quicksand in connection with foundation work for the Don section of the Bloor Street viaduct, practically all the piers have been finished far enough to allow steel work to begin. With favorable weather for the next few weeks, concrete work will have reached the stage whereby superstructure can be proceeded with without delay during the winter months. It is understood that a