

COAST TO COAST.

Winnipeg, Man.—The first 25-mile stretch of the Winnipeg-Winnipeg Beach highway has been formally opened. The ceremony took the form of a luncheon, tendered by the municipalities interested, to Premier Roblin, Sir Rodmond and the Hon. Dr. Montague, minister of public works, and others taking a prominent interest in the construction.

Regina, Sask.—A report has been submitted to the street railway committee of the Regina city council covering the operation of the municipal street railway of the city for the eight months ending August 30th. This shows that after providing for operating expenses and capital charges there is a deficit of \$31,872.34.

Vernon, B.C.—A great asset for tourist and travelling parties visiting the Okanagan Valley has been furnished by the completion recently of one and one-half miles of macadam road to connect Kelowna and Vernon. This road, which forms a contour highway, cut into the hillside above Kalamalka Lake, has been opened to traffic by a public ceremony conducted by those mainly by whose efforts it has been constructed, e.g., Hon. Price Ellison, Mr. G. A. Henderson, manager of the Bank of Montreal; Mr. Hamilton Lang, superintendent of roads, and his assistant, Mr. G. M. Watt.

Vancouver, B.C.—Discussing the progress of the work along the Kettle Valley line, Mr. J. J. Warren, president of the K.V.R., said of the 295 miles of track to be laid between Midway and Hope that steel had been installed for more than 100 miles and almost 200 miles of grading had been completed. In addition to the track laid through the Boundary, Kootenay, Kettle Valley and Okanagan districts, 25 miles of line have been finished from Merritt to Coldwater Junction. Machine shops and roundhouses have been established at Penticton and good progress is being made all along the route.

London, Ont.—During the year 1913, London's engineering department has expended \$214,705.08 on local improvements; and up to date this is a record amount. This year is also on record as showing the inauguration of the municipal contract system, which has proven to be eminently satisfactory. Of the total expenditure, \$5,500, or approximately 2½ per cent., covers the salaries for the engineering department and office expenses for the eight months of outside work. This is an entirely significant feature, since a 5 per cent. basis is considered low for engineering supervision and plans.

Owen Sound, Ont.—The great loss of life and wreckage of vessels on the Great Lakes has been attributed largely to the fact that national elevators are erected at harbors of the most difficult approach and of the least adequate protection. It is therefore being agitated among leading citizens of Owen Sound, that the Government be approached with a request to construct at Owen Sound, where the harbor offers the easiest and safest ingress of any on the Great Lakes, a national elevator or elevators; and already representations have been made in connection with the matter to the proper departments at Ottawa.

Victoria, B.C.—It is expected that the steel bridge which has been in course of construction over the Little Qualicum River will be completed in a few days. This is on the Courtenay extension of the line, and, when finished, the laying of the steel will be proceeded with as far as Big Qualicum. While this work is under way the bridge gang will be transferred to Cowichan Lake to erect a steel bridge for which the foundations have been finished. This done the outfit will be

removed again to Big Qualicum, which project will be carried forward as rapidly as circumstances permit. It is believed that the East Coast extension will be opened for passenger traffic by July 1 of next year.

Regina, Sask.—The development of the Saskatchewan Co-Operative Elevator Company during its short lifetime was reviewed at the recent annual meeting held at Regina. The first year the company operated 46 elevators, with 2,590 subscribers, and handled three and a quarter million bushels of grain. During the second season's business, which ended July 31, 1913, the company operated 137 elevators, with 8,962 shareholders supporting them, and thirteen million bushels of grain were handled. This year the company has 193 elevators, the total number of shareholders being 13,000; and up to September 20th, the company has handled considerably over 1,000,000 bushels of this year's crop.

Hull, Que.—The committees from Hull and Ottawa, appointed to arrive at the basis of an agreement between the two cities for the right-of-way of the Gatineau Lakes pipe line through Hull, have found only one difficulty in the way of a satisfactory agreement, e.g., the price which Hull shall pay for the privilege of taking water from the Gatineau system. In the proposed agreement Hull asks for a rate of one-quarter of a cent per 1,000 gallons, which is the rate that that city is paying at present. In return for this rate Hull will grant the right-of-way free of charge, and also an exemption of taxation until such time as the city of Hull decides to take its water from the new system.

Montreal, Que.—The City Council inspected recently the work on the filtration plant which is proceeding under the direction of Mr. Norman M. McLeod. The controllers found that a great deal of progress has been made. To obviate the damage by frost, which wrought such havoc with the plant last winter, the filtration plant is being put under four or five feet of water for the winter. The contractor has been helped forward on the work by the particularly favorable nature of the weather this autumn. The council was particularly satisfied with the enlargement of the aqueduct and the laying out of the twin boulevards on either side of the waterworks canal, the work on which is being done by the Cook Construction Company.

Montreal, Que.—Improvements upon the city's original sewage farm have been completed at a cost of about \$120,000. These improvements were necessary before the farm could be used for the purification of the matter flowing from the sewers to the river. The new farm, purchased a year ago, is to be improved next year at a cost in excess of that of the work on the first farm. It is estimated that the total cost of the entire sewage farm when completed will be between \$395,000 and \$400,000. The work carried out during the past year on the old farm has been the adding of stone to the property so as to produce an effective filter for the sewage, the land having proven itself not sufficiently porous. The same method of treatment is to be given the new farm, and the final result will be that, in the course of twelve months, all the city sewage will pass through this farm and be purified before emptying into the river. Thus, contamination of the water supply will be obviated.

Toronto, Ont.—At the last meeting of York County Council, Mr. E. A. James presented an interim report on behalf of the Highways Commission of York county; and a complete report is to be forwarded to the council before the end of the year. Mr. James' report shows a total expenditure on construction of roads and bridges during the year of about \$60,000; and on maintenance, of \$14,000. Owing to the request of the Government that no extensive work be undertaken pending the report of the Provincial Highways Commission, construction work was restricted to completing