

be the most modern anywhere. The large new building which the Canadian Pacific Railway will erect at King and Simcoe Streets will cost over half a million dollars. It will be used by the freight department and the Dominion Express Company, which will leave the Union Station altogether. Following is a partial list of the works the Canadian Pacific will carry out in connection with its new freight terminals: Solid brick and steel warehouse, fronting on King Street, 500 by 75 feet, to be used by the freight department and the Dominion Express Company, cost \$500,000. Freight house for inbound freight, 900 by 50 feet; freight house for outbound freight, 900 by 50 feet; covered transfer platform, 900 by 50 feet; offices on Simcoe Street connecting both freight houses, size 40 by 185 feet. All buildings will be of solid brick and steel construction, and the total cost of erecting them is estimated at \$1,200,000. This does not include the cost of track-work, paving, real estate, legal and other general expenses. The real estate alone cost over \$2,000,000; a retaining wall to support the south side of Front Street will cost \$49,000; it will cost \$43,000 to pave roadways, and the track-work, grading and incidentals will cost \$132,000. There will be fifteen railway tracks in connection with the Canadian Pacific Railway terminals and three granite-block-paved team roads with alternate tracks.

**Victoria, B.C.**—Costing \$4,000,000, and unquestionably to be the largest shipbuilding drydock and ship-repairing plant in Canada, the scheme of the Amalgamated Engineering Company for North Vancouver has been approved by Hon. R. Rogers, Minister of Public Works. Work will be started as soon as the necessary formalities are arranged with the Government. The plant will be situated in D. L. 265, and will include a floating drydock, a shipbuilding plant and ship-repairing works of the most modern type. The immense basin will give a depth of thirty feet at low tide. The floating dock will have a lifting capacity of 20,000 tons, which will provide a wide margin over the present requirements of shipping in Burrard Inlet. A second dock will be built to the west of the basin capable of accommodating smaller vessels. Building berths will also be erected. Four in number, two will be 750 feet long and 100 feet wide, and two will be 350 feet long and 75 feet wide. Shops will be constructed in connection with the works and with the railway facilities of the North Shore. Electric cranes and the latest machinery will be the features of these. Construction of the plant will require three years. When in full working order it is expected to give employment to an average of 2,000 men. Plans are now being hurried forward, and, when ready, will be forwarded to the Dominion Government so that the necessary Order-in-Council may be passed. Mr. C. J. V. Spratt, of Victoria, is managing-director of the company, which includes Col. Sir Henry Pellatt, Col. Sir John M. Gibson, Lieutenant-Governor of Ontario; Mr. D. B. Hanna, and Mr. E. J. Palmer, of the Victoria Lumber and Manufacturing Company, Chemainus. Also, there is an advisory board of directors—men of high standing in Great Britain. The site, which was purchased from the Lonsdale estate, covers an area of eighty acres—which is quite sufficient for the establishment of a great and flourishing industry. The original idea was to invest \$2,500,000 in the scheme, but after further consideration it was felt that a more comprehensive plant was needed, and enlargement was accordingly effected. The company acquired the property on especially favorable terms on the understanding that they would complete the construction in a given time, and that they would give employment to a certain number of men within a specified period.

**Montreal, Que.**—An appropriation of \$1,500 to cover the expenses of a specially qualified man to report on the whole plan of municipal ferry-boats running to St. Helen's Island is recommended to Council by the Controllers. They favor municipal ferries rather than a renewal of the present con-

tract, which expires on May 1st, 1915. There may be some opposition to this recommendation as there is standing in abeyance just now a scheme for another report of a somewhat similar character. The Council approved of the idea of having a report from two engineers, appointed by the city and Harbor Board, respectively, on the suitability of the Island for an exhibition and the possibilities in the way of developing sufficient means of access. The city has appointed a man but the Harbor Board has not as yet. The report now desired by the Board of Control is to be on the kind of boats required, their probable cost, best places for docks, and probable cost of the whole scheme.

**Montreal, Que.**—The corporation of Montreal is employing 10,000 men, outside of the permanent staff. More than half of these are engaged in laying concrete and asphalt pavements and sidewalks. The weekly payroll is more than \$100,000. The work commenced early in the spring and will be continued until the snow comes. The demand for unskilled labor has long since far exceeded the native supply, and the importation of foreign hands is steadily increasing. The Italians and other Southern Europeans who do this kind of work were formerly of a nomadic character, but employment has been so steady and there is so much in sight that they are becoming permanent residents. This season a large number of Russians have been added to the labor population of the city and suburbs.

**New Westminster, B.C.**—Mr. F. J. McKenzie, M.P.P. for Delta, took a seventy miles trip over Langley and Surrey Roads recently, and found that the work was being speeded by both government and municipal employees in order to put as much of the road improvement through as possible before the rainy season begins. September usually sees the end of the season, but there is no question that the roads on the south side of the Fraser will be in much better condition for traffic this winter than they were last. A great amount of road grading has been done, which is now being ballasted, and a start has been made with rocking the road between Murrayville and Langley Prairie. This is the beginning of rock work in Langley Prairie, and in future rocking will supplant gravel in that municipality. The route taken by Mr. McKenzie was through Port Mann, Port Kells, Jericho, Clayton and Colebrook, and returning by the Scott Road and the hill there, about which so much complaint has been made, is now in good condition.

**Vancouver, B.C.**—The greatly improved roads of North Vancouver are beginning to exert a great attraction for Vancouver automobilists. Most striking testimony of this is the fact that fines imposed on motor car owners and drivers by the North Vancouver district police courts are far greater than they were two years ago. The latest move in the good roads project across the Inlet was the application by the Vancouver Automobile Club recently to the District Council asking that the remaining two miles of Keith Road to Deep Cove be surfaced by the municipality. Mr. Ford, the secretary, in his communication, showed the advantages in increase of trade an increase in automobile traffic would entail. It was said that the cost of the work would be proportionately trifling. The Council replied that it had the matter under consideration for some time, but that finances did not permit the letting of the contract. When the revenues increased, it would be possible to take up the project again. In the meantime the letter was referred to the Board of Works. Automobilists from Vancouver have opportunities for three splendid tours in North Vancouver. By far the best, and the one most frequently travelled is the Capilano Road. The Lynn Valley Road has been macadamized, and presents a good surface for automobiling from the North Vancouver Ferries entrance to the Rice Lake intake. The Dundarave Road contains less hills, and furnishes a beautiful view. Part of