

perous towns owe their existence and prosperity to the industry. In addition to shipments made by rail, it is estimated that peat furnishes annually about 48,000 cargoes to the Dutch canal boats.—Journal of the Canadian Peat Society.

ROAD PROGRESS IN QUEBEC.

Hon. J. A. Tessier, Minister of Roads, and Mr. B. Michaud, Deputy Minister, inspected last week the four roads which the provincial government is constructing, *viz.*, the King Edward road, Montreal-Quebec road, Levis-Jackman road, and the Sherbrooke-Derby road.

Sixteen miles of the King Edward road is now complete; the material for ten miles is ready, and work is being pushed rapidly. On this road the provincial government will experiment for one mile with fluxphalte.

Work on the Montreal-Quebec line is also progressing well, especially in the eastern section. It is expected that all the sub-sections in the east will be finished this coming fall. On the western section one of the sub-contractors has nearly completed his contract, save for one part, where work cannot go as fast as desired, because of the nature of the soil. In the central section, that is, on both sides of Three Rivers, the contractors are speedily completing the work.

At present over fifty miles of the Levis-Jackman road is gravelled and fifteen miles ready for gravelling. Work here has been going on smoothly, and by this fall it is expected that the boundary line will be reached, at least as far as the gravelling is concerned.

Both gravelling and bituminous work on the Sherbrooke-Derby line is going on well, and all grading work from Sherbrooke to the border at Derby line is complete.

"EMDEN" STIMULATES RAILWAY.

The "Emden's" exploits are now a thing of the past, but the inconvenience they caused brought into renewed prominence the project for constructing a railway between India and Burma, Rangoon having been practically cut off from the Bengal coast during the raids of the German cruiser. Now the government has taken the matter up, and a survey is being made. The most probable route would be along the coast, the start being made from Chittagong, the terminus of the Assam-Bengal railway, and then running southwards through the rice fields to the Indo-Burmese frontier, thence for 160 miles to the harbor of Kawkphu. This line would cost about £7,000,000. Another proposed route is via Manipur, which would cost about £5,000,000; and a third is via the Hukong Valley, this being the cheapest, the cost being estimated at only £3,500,000, but the line would run through a very thinly-populated country, whereas the Chittagong-Kawkphu route would pass through a district already possessing a big trade.

London County Councils Tramways, the municipal street railways of Greater London, is a system that comprises 149.75 miles, of which all but 5.75 miles are electric. Passengers carried in the year ended March 31st, 1915, numbered 550,497,093 as compared with 522,952,640 in the preceding year. Car-miles operated in the year were 58,978,792, and the cost per car-mile of the electric railways, excluding war allowances, was 13 cents, while including war allowances, this cost was 13.6 cents a car-mile. The receipts on the electric lines were 19.4 cents a car-mile as compared with 18 cents a car-mile for the preceding year. On the horse car lines receipts were 19 cents a car-mile as compared with 16 cents for the preceding year.

COAST TO COAST

St. Catharines, Ont.—About 800 Italian laborers employed by contractors on the Welland Ship Canal are leaving to join the colors overseas.

Vancouver, B.C.—A 17-mile railway is to be built from Quatsino Sound into some mining property to be developed forthwith. Mr. J. F. Twohy, of Twohy Bros. & Co., was over the ground a few weeks ago.

Ottawa, Ont.—The \$45,000,000 loan which the government floated in New York recently is to provide for capital expenditures during the current year upon government undertakings now in the process of construction.

Macleod, Alta.—Heavy and prolonged rains have interfered considerably with the grading of the Macleod branch of the C.N.R. by the Northern Construction Co. Over 20 miles have been graded, however, about 400 men being employed.

Fredericton, N.B.—In connection with the completion of the Valley Railway between St. John and Grand Falls, a new bridge is to be constructed over the St. John River at Gorham Bluff. Boring on the proposed site will commence in a few days.

Winnipeg, Man.—The first freight train over the new route of the National Transcontinental Railway between Toronto and Winnipeg, via Cochrane, arrived in Winnipeg ten hours ahead of scheduled time. It comprised 40 cars, in all, about 1,400 tons.

Collingwood, Ont.—To facilitate yard operation the local branch of the Imperial Oil Company has decided to change from steam to electric motive power. It has contracted for 350 h.p. from the Water and Light Commission and has already placed orders for 1-50, 1-15, 1-40, 1-20 and 2-125 h.p. motors.

Prince Rupert, B.C.—The floating dry dock, together with its plant, foundry and machine shops, is expected to be ready for operation next week. It has cost about \$1,500,000, and consists of three units, the two end sections being each of 5,000 tons capacity, and the middle section 10,000 tons. The work of construction has been under way since 1912.

Vancouver, B.C.—The British Columbia Telephone Co. is doing some extensive underground work along Kingsway to provide additional telephone facilities for the south and east sections of Fairview. Considerable improvements are also being carried out in Victoria, especially in the Cloverdale and Milner sections. Altogether, an expenditure of considerably over \$100,000 is being made.

Midland, Ont.—The Port Severn locks at the Georgian Bay end of the Trent Valley Canal were opened for the first time on July 26th. When completed the canal will be 222 miles long. From Georgian Bay to Lake Simcoe the rise is 318 ft., with a drop to Lake Ontario of 470 ft. Several contracts are still under way, but the greater part of the work is reaching completion. There are still several contracts to be let.

Vancouver, B.C.—A new dredging contract has been let to Mr. H. S. Clements which will involve the dredging of about 3,000 ft. of the Courtenay River. Two rock bars are to be blasted out in the interests of navigation and deep-water retaining-walls to be constructed on either side. Another interesting piece of work involves the construction of the second unit of the Fraser