

before stones and binder are brought together. The feasibility of chemical drying by adding to the partially dried stones a suitable proportion of quicklime or unslaked cement is suggested.

Summarily it is concluded that for each and every road aggregate there is a characteristic optimum proportion of water, which, for efficient service of road user, the road maker cannot afford to disregard.

COAST TO COAST.

Saskatoon, Sask.—The report for the light department for November showed that 143 new light services and nine new power services were installed, which is the largest increase shown in this department for some time.

Edmonton, Alta.—The street railway department reports a deficit of \$13,000 for the month of November, 1913, as compared with a deficit of about \$5,000 for the same month in 1912.

Souris, Man.—Mayor Dolmage formally opened the new light and power plant at Souris on December 20th in the presence of many of the citizens by throwing the switch that turned the current on to the standard lights on both sides of Crescent Avenue.

Edmonton, Alta.—After having reduced the cost of power to the electric light and street railway departments of the city, a sum equivalent to \$6,601.80, during the month of November, the power house is still showing a net surplus for this month of \$9,835.45.

Red Deer, Alta.—The steel on the C.P.R. line to the Brazeau coal fields, west from Red Deer, has reached a point west of Sylvan Lake, and will be completed to the Rocky Mountain House this winter. The C.P.R. has received running rights over the C.N.R. from the latter point to Brazeau.

Saskatoon, Sask.—The report from the civic electric light department for the month of November showed an increase of \$4,570.60 in the income of the department and a reduction in the cost of producing power. In October the cost of producing power was 1.97 cents per kilowatt hour; in November, 1.93 per kilowatt hour.

Victoria, B.C.—The track-laying gangs of the C.N.P. from Edmonton have crossed the British Columbia boundary, steel having been laid some five miles westward up the Yellowhead Pass, 252 miles from Kamloops. North of Kamloops 96 miles of steel is laid, leaving only 156 miles as a final link.

Moose Jaw, Sask.—The rumor that the new C.P.R. passenger terminal was to be built at Moose Jaw this year has been denied officially. It is also understood that the new shops which were asked for will not be built this year; and from an official source the statement is made that very little work will be undertaken by the C.P.R. in Moose Jaw during the coming summer.

Forest, Ont.—On December 23rd, Mayor Pettypiece closed the switch that set in motion the new electric light service established this year in Forest. The plant has cost more than \$20,000, and is the first public utility installed by the town. It is expected that it will prove to be a paying investment from its inception, and that a waterworks system will be the next undertaking of the municipality.

Prince George, B.C.—On the 10th of December the G.T.P. steel reached mile 200, which is 32 miles from Prince George; and it is expected it will be at the Fraser River opposite Prince George about the end of January. The driving of the last spike of the main line is announced by Mr. B. B. Kelleher, chief engineer for the G.T.P. company

for next April, and the place as somewhere about 100 miles west of Fort George.

St. Catharines, Ont.—In connection with the \$50,000 bonus to the Canadian Northern, it has developed that the company intends completing the line from St. Catharines to Hamilton within three years, and the section from Hamilton to Toronto within five years. An assurance to this effect has been given by Solicitor Temple on behalf of the company.

Victoria, B.C.—Work is progressing favorably along the line of construction on the Pacific Great Eastern. Mr. McQueen, purchasing agent for the company at Lillooet, speaks optimistically of the year's work, and indicates that expectations will be more than realized. Contrary to statements issued on the outside, he declares that the supply of labor is excellent, and the construction work is proceeding quickly.

Victoria, B.C.—A quantity of equipment for Victoria's electric light station has arrived, and mill permit of 100 additional arc lights being operated. Many of these lamps are now in position, but, owing to the redistribution of the circuits and the delay in the arrival of the new station apparatus, have not been put in operation. City Electrician Hutchison had had men at work all year rearranging some of the circuits, which have been loaded to their full capacity, and on which no more new lights could be placed. These changes will provide for better facilities, especially in the northern sections of the city, and in the more remote outlying sections.

Ottawa, Ont.—The Government, through the National Transcontinental Railway Commission, has entered into a 99-year agreement with the C.P.R. and the G.T.P. for a union station at Quebec in connection with the National Transcontinental Railway. The new station is to be on the present site of the Palais Station, and will cost about one million dollars. Another union station, to accommodate St. Lawrence River traffic, will be built on the present site of the Champlain Market; and a tunnel will be built from Wolfe's Cove along the waterfront, giving railway entrance from the west for the National Transcontinental. The latter project will cost about \$1,500,000.

Calgary, Alta.—The recent report of Superintendent McCauley shows that the proportion of operating expenses to revenue of the Calgary Street Railway for November, 1913, was 75.2 per cent. as compared with 68.4 per cent. for the corresponding month of last year. The total gross earnings were \$60,670, a substantial increase over November, 1912, when the total was \$56,233. Owing to the large increase in operating expenses, the net profit was \$1,115.93 for November, 1913, contrasting with a net profit of \$7,656.11 for November, 1912. A reduction in the cost of power of $\frac{1}{4}$ per cent. per kilowatt hour voted by council kept the net profits from appearing even still smaller than they were.

Victoria, B.C.—Recently, Mr. A. R. Tibbits of Ottawa, visited Victoria in the interests of the Marine and Fisheries Department of the Federal Government. His object was to collect first-hand information concerning the harbor conditions of Victoria and Vancouver; and, in response to an inquiry as to the merits of these ports, stated that:—"Victoria has a splendid natural harbor, easy to negotiate at all times, and capable of tremendous development; that the development is even now in progress; and that, when the work in progress is completed, the real significance of the port to the country will be better realized than it is to-day. The city of Vancouver is also wonderfully equipped in this respect.

Moose Jaw, Sask.—The result of the season's work at the headworks of the Moose Jaw system, all the water in the watershed at Sandy Creek can now be turned into the infiltration gallery, which has been completed to a total length