

COAST TO COAST

London, Ont.—The official opening of the London and Port Stanley Railway will be held on July 22nd.

Montreal, Que.—The Southern Counties Railway is building a 16-mile line between St. Cesaire and Granby. The system takes in the counties of Vercherts, Rouville, Shefford, West Shefford and Chambly. A sub-station will be built at Granby. Mr. W. B. Powell is the general manager of the company.

New Toronto, Ont.—Now that the towns of New Toronto and Mimico have completed an agreement whereby the former will supply the latter with water from its new plant, the installation of mains will proceed immediately. The supply contracted for will range around 50,000 gal. per day.

Winnipeg, Man.—The 18,000,000 gallon reservoir on McPhillips Street, constructed two years ago at a cost of over \$230,000, has been giving a little trouble owing to leaks in the foundation. The structure is built of reinforced concrete and is 570 ft. long, 480 ft. wide, with a depth for water of 18 ft.

Ottawa, Ont.—The Ottawa-Prescott highway scheme is progressing. The present estimate for its construction is \$10,000 per mile. Ottawa's share is not to exceed \$180,000. The government may, under the terms of the general act, contribute a sum not to exceed \$4,000 per mile toward its construction.

Halifax, N.S.—The new union passenger station is to cost \$1,000,000. It is being built of native granite, and will be one of the large and impressive features of the city. The work on the big ocean terminals and for which \$8,000,000 worth of contracts have been let, proceeds with vigor, giving employment to about 1,000 men.

Hamilton, Ont.—The County of Wentworth, taking advantage of the new Highway Improvement Act of Ontario, is preparing to construct a number of main roads. It is not likely that any of them will be started this year, however. The estimated cost of about 18 miles of road contemplated is \$288,000. Concrete is being considered.

Niagara Falls, Ont.—Three additional units are being installed by the Canadian Niagara Power Co. The turbines have been designed by the company's own engineers and the parts are being supplied by various manufacturers in Canada and the United States. The generators have been ordered from the Canadian Westinghouse Co., Limited.

Brantford, Ont.—The city has offered to sell the Grand Valley Railway, from Paris to Galt, to the Lake Erie and Northern Railway, now controlled by the C.P.R., in return for the electrification of the Lake Erie and Northern Railway from Port Dover to Brantford, payment of \$30,000 and retention of the Blue Lake line material for the Grand Valley. The C.P.R. has offered \$26,000 and electrification of the Galt to Brantford part of the L.E. and N.

Anyox, B.C.—The enlargement of the smelter at Anyox by the Granby Smelting and Refining Co. and additions to the plant at Observatory Inlet, which are expected to be completed in the fall, will give the Granby a capacity of 50,000,000 to 55,000,000 lbs. of copper an-

nually. This represents a larger output than that of all the other copper mines and smelters of British Columbia combined, it is stated, and the two Granby smelters will be the largest in the British Empire.

Victoria, B.C.—Tests made following the opening of the Sooke Lake waterworks system have demonstrated that the capacity of the flow line between Sooke Lake and Humpback Reservoir is 21,600,000 gallons per twenty-four hours. In a report to the city council recently Water Commissioner Rust stated that the above quantity was the capacity of the forty-two-inch concrete pipe line. The original specifications on which the work was projected called for a pipe of a capacity of 16,000,000 gallons and of a diameter of forty inches. But later this diameter was raised to forty two inches, the Pacific Lock Joint Pipe Company having agreed to give the larger size pipe at the same cost as the lesser.

Toronto, Ont.—Sir Adam Beck, chairman of the Hydro-Electric Power Commission of Ontario, announces that during the past half-year the average daily power consumption has been 75,281 h.p. The contract with the Ontario Power Company provides for 100,000 h.p. of Niagara power, and the Commission has already started to avail itself of the entire amount contracted for, an order for the last 10,000 h.p. having been made this year. The increase of power loads of municipalities using Niagara power has been enormous since October, 1910, the consumption increasing rapidly to over 38,000 h.p. daily during the month of December, 1912; over 48,000 h.p. in December, 1913, and over 70,000 h.p. in December, 1914. The figures just issued by Sir Adam indicate that there has been no falling off in the rate of increase, the general industrial depression notwithstanding.

MONT D'OR TUNNEL COMPLETED.

A new railway link between France, Switzerland and Italy—the Frasnè-Vallorbe Railway, including the Mont d'Or tunnel through the Jura—was opened for traffic on Sunday, May 15, without any ceremony, the only railway officers present on the occasion being those of the Paris-Lyons-Mediterranean Company and the Swiss Federal Railways. Work was begun in September, 1910, and was expected to be completed in May, 1914, but was seriously delayed mainly by water-bursts in the tunnel, and also by the difficulty of obtaining a solid foundation for the embankment near Frasnè. The original estimate for line and tunnel was \$7,400,000, but the actual cost was about \$6,437,250 a mile. The new line is about 15 miles in length, 13½ miles of which is in France and 1½ miles in Switzerland. It branches off from the Dijon-Pontarlier line at Frasnè, and penetrates the Mont d'Or by a tunnel 6,670 yards long, joining the Pontarlier-Lausanne line at Vallorbe. By avoiding the circuitous route via Pontarlier the new line shortens the distance between Paris and Lausanne by nearly 10 miles, while other improvements have resulted in a gain of from 45 to 60 minutes in the journey between the same points, with a consequent quickening of the Paris-Simplon-Milan service. The curves of the new line are favorable for speed, and, in winter, the tunnels and pine forests are a protection against snowstorms. Vallorbe has become a customs station, and has been entirely remodeled, so that trains can now enter and leave without the engines having to be uncoupled and reversed.