

Mr. W. A. McLean, provincial highway engineer for Ontario, gave a very interesting address on "Road Improvement in Canada." *The Canadian Engineer* expects later to publish this address in full.

## COAST TO COAST.

**Porcupine, Ont.**—The gold shipped from this centre in September will aggregate \$500,000.00.

**Toronto, Ont.**—Fifteen young men of the forestry class, University of Toronto, have left for the study of practical forestry on the shores of Lake Nipegon.

**British Columbia.**—In order that the \$2,000,000 bridge to be erected by the Canadian Pacific Railway across the Pitt River may be started, a large bridge now in use will have to be removed.

**Ottawa, Ont.**—The management of the Ottawa Light, Heat and Power Company will apply at the next session of the legislature for power to increase their capital from \$2,000,000 to \$5,000,000.

**Guelph, Ont.**—The past year has been an excellent one in building circles, as may be readily seen in the report of the city engineer's department. Over one hundred houses, with a value of \$294,961.00 have been erected. The total building permits are over \$500,000.00.

**Montreal, Que.**—The harbor commissioners' new grain elevator, officially opened by Hon. J. D. Hazen, October 2nd last, has a length of 456 feet, a width of 100 feet, and a storage capacity of 2,620,000 bushels. It is the largest concrete grain elevator in the world. A complete description of the elevator appears in *The Canadian Engineer* of October 3rd.

**St. John, N.B.**—New rates for electrical power in this municipality have been published as follows: On installation of 25 h.p. with a base rate of ten cents per kilowatt monthly consumption of not less than \$70, 33 per cent. discount; \$84, 36 per cent. discount; \$100, 39 per cent. discount; \$125, 42 per cent. discount; \$140, 45 per cent. discount. Additional discount of ten per cent. from the net amount (for cash) if paid within ten days of presentation of bill, is authorized.

**Vancouver, B.C.**—The survey is completed for the double tracking of the C.P.R. between Calgary and the coast, and work will be commenced at twelve points on the route within six months. The construction will be rushed as swiftly as possible and there is a prospect that the line will be completed almost as soon as the Panama Canal is open for traffic. The second line will be approximately parallel to the present main line of the C.P.R., but the grade through the Rockies will be materially reduced. The cost of the undertaking is estimated at about \$30,000,000, the expenditure in some districts exceeding \$100,000 per mile.

**Toronto, Ont.**—As a number of parties have requested that the time be extended for the return of the comments respecting the proposed rules and regulations for inside wiring, the Hydro-Electric Power Commission of Ontario have consented to the extension of the time for the return of such comments to the 1st of December next, 1912. Comments should be forwarded to Mr. W. W. Pope, secretary, Continental Life Building, Toronto.

**Toronto, Ont.**—Professor L. B. Stewart, of the University of Toronto, who has spent the last four months in the district of Patricia, the five-mile strip on Hudson Bay recently added to the Province of Ontario, has returned to Toronto. During the summer he has been engaged in surveying and

laying out a portion of the new district. While the land within fifty or sixty miles of the Bay is mostly marsh and muskeg, the swamp is not of any great depth, and Professor Stewart is of the opinion that it could easily be drained and would offer no serious obstacles to railroad construction. Engineers of the Hudson Bay Railway are in the field locating a line, and contractors are at work grading from Pas Mission northward for several hundred miles.

**Fredericton, N.B.**—It is reported that the Grand Falls Company, Limited, the new company headed by Sir William VanHorne, which is to spend upwards of \$8,000,000 in the development of the water power at Grand Falls and the erection of vast pulp and paper mills, is making the first move towards commencing with its undertaking. At the present meeting of government an order-in-council is being passed empowering Hon. J. K. Flemming, as surveyor-general, to convey by deed to the company the water power and five acres of land along the banks of the river upon payment of the sum of \$60,000. Below the falls only one-half the river can be conveyed to the company, the other half being held by the Crown for ordinance purposes. Recently the government was notified that the Grand Falls Company, Limited, was prepared to pay over the \$60,000 and take a deed of the property and rights and the deed has been prepared by Attorney-General Grimmer and will probably soon be executed.

**Grand Trunk Pacific.**—Rapid progress is being made with the construction of stations along the main and branch lines of the Grand Trunk Pacific Railway, and an effort is to be put forth that will result in a station being erected at every stopping place from coast to coast with the completion of the line. Out of a total of 237 stations, 79 have been completed, 58 are in various stages of construction, while 100 remain to be erected. The work on the construction of the G.T.P. stations is as follows: Main line, Winnipeg to Fitzhugh, 159 stations, 69 completed, 44 under construction, and 46 not started. Yorkton branch, 10 stations, 2 completed, 5 under construction, and 3 not started. Regina branch, 17 stations, 4 completed, 3 under construction, and 10 not started. Calgary branch, 32 stations, 4 completed, 3 under construction, and 25 not started. Prince Albert branch, 19 stations, 3 under construction, and 16 not started.

**Montreal, Que.**—The gates of one chamber of the St. Gabriel lock in the Lachine Canal at Montreal were wrecked September 24 by a boat collision that resulted in draining the adjacent upper level of the canal and caused a total interruption of navigation. The two chambers of the lock are side by side just below the Rue des Seigneurs swing bridge. Below them the basin is crossed by the Wellington Street swing bridge. The steamer "Glenmount" had just passed through the lock and the upper swing bridge, leaving the upper gates still open, when the steamer "Nevada," also up-bound, ran into the lower gates and tore them from their hinges, allowing the water from the upper level to escape in a wave 9 ft. high into the lower level. The flood tore one of the upper lock gates from its hinges and carried it, together with the two lower gates, into the lower level of the canal. Although her engines were in operation the "Nevada" was unmanageable and was turned completely around and carried up against the bank at the lower end of the basin, while the "Glenmount," also under steam, was swept down through the lock into the basin. A barge heavily loaded with sand was torn from its anchorage above the upper bridge and swept through the lock and basin to the lower swing bridge, where it brought up against the fender and bridge girders, doing some damage. A diver and derrick boat have been put at work in the basin to attempt to raise the gates and replace them. A portion of the gate gears that were torn