

Saanich line extending 22 miles from Victoria to Deep Bay. Work on the construction of Coquitlam dam, which has been in progress since 1908, has been ended and the Jordan River dam on Vancouver Island has also been finished, both works which have cost millions of dollars. The Kitsilano car barns have been erected since the opening of the year; new car barns were added to those already in existence at New Westminster; and the facilities for handling cars have also been greatly improved there by the building of a large interurban freight yard. The No. 2 power house on the North Arm has been fully completed and when fully equipped will have a capacity of 42,000 horsepower. One unit of 14,000 is already practically installed. Work is started, although not finished, on the new power-receiving station in the District Lot 118, Burnaby, and on the building of an extension to the Jordan River power house on Vancouver Island that will double its capacity.

Vancouver, B.C.—It has been announced by Mr. Cameron of the Pacific Dredging Company that of the 4,000,000 cubic feet of material which will have to be removed to make the waterway navigable and provide a turning basin for large ships, 800,000 cubic feet have been already transferred to the site of the Canadian Northern Pacific terminals on the other side of the Main Street bridge. A dipper dredge is being installed to supplement the operations of the hydraulic suction plant; and it is now expected to remove twice the amount of material each day. The hydraulic dredge is working in the narrow arm of the creek adjoining the G.N.R. station. The dipper apparatus will commence operations near the Connaught bridge. The pipe lines from the suction dredge were concentrated for some time on a big hole, 1,000 feet by 1,000 feet, immediately east of the bridge. This had to be filled before any appreciable difference was made on the large area to be reclaimed. The dirt deposited in the creek extends over an area of eighty acres, and already a fair-sized island has been formed east of the bridge. A temporary barrier has been constructed across the creek near the bridge to prevent the material from seeping back into the main portion of the waterway.

Toronto, Ont.—Another discovery of natural gas in Toronto, though not of a pressure to foretell any commercial value, was made while boring operations for a pure water supply were being carried on beneath the new Dominion Bank Building, corner King and Yonge Streets. Indications of a high pressure were at first reported, but they have been discredited by the statements of Dr. A. P. Coleman, Professor of Geology at the University of Toronto, and of Mr. G. G. Grist, General Manager of the Canadian Stewart Company, which is erecting the building. Dr. Coleman stated that, though a gas flow of 700-pounds pressure as had been reported was not impossible, yet the result of numerous boring tests made in Toronto had shown the gas flow found to be very weak. Mr. Grist claims that the vein of gas discovered under the Dominion Bank Building was small and of little consequence. The boring for water had attained a depth of over 1,100 ft., when indications of gas in the shaft caused a cessation of operations, through fear of tapping a voluminous flow at high pressure. The shaft was hurriedly filled with concrete, to a depth of about 300 ft., and thereby a stop was put to the endeavor of the builders to provide the building in this way with a water supply that would obviate the use of the present city supply, and its deleterious effect upon valves, pipes, etc.

Revelstoke, B.C.—Mr. J. P. Forde, district engineer of the public works department, Revelstoke, says in connection with the Columbia river survey, concerning which inaccurate statements have recently been published, that two parties are engaged in the work, and have been in the field for the past two summers. These are in charge of Mr. W. F. Richardson and Mr. H. F. Muerling. While they have not yet com-

pleted their work, it is expected that they will do so within a few weeks, and make their report to the Minister of Public Works on the engineering features of the work of making this river a western wheat route to Portland. The report of the minister will not be complete until the economic features of the scheme have been considered. During the season of 1912-13, Mr. Richardson's party was engaged in surveying the river between Golden and Revelstoke, and the report on this work has already been sent to Ottawa; and during the season of 1913-14, that party has been engaged on surveys between Revelstoke and Waneta on the international boundary, and is still engaged on those surveys. The work being carried on under Mr. Muerling has been confined to special surveys in the vicinity of Burton, which is at the lower end of the Columbia river narrows, connecting the Lower and Upper Arrow Lakes. These surveys are being made with the view of improving navigation at the narrows, where improvements will be required in the immediate future, even if the larger scheme of making the river navigable to the Pacific coast should not be put in process. The reports of the field engineers are expected to be complete some time in March; and the report covering both the engineering and economic aspects of the scheme will then be prepared by the Government engineer's department for the consideration of the minister of public works.

Montreal, Que.—Mr. A. S. Baxendale, managing director of the Universal Radio Syndicate, which is carrying out a contract to establish a wireless telegraphic service between Canada and the United Kingdom, while in Montreal, made the following interesting statements: "There will be in connection with the Newcastle installation 6 wooden towers, 300 feet high, and one of steel with a height of 500 feet, while the number of kilowatts will be 300. The San Francisco station, which connects with Honolulu, has but 100; and when it is considered that the range is about the same distance, about 2,000 miles, the power of the Canadian station and its possibilities for a superior service will be understood. The station on the other side of the Atlantic is at Bally Bunion, in County Kerry, Ireland, and from there the company will have a line to London, which will be leased from the English post office department. It is expected that arrangements will be successfully completed with the C.P.R. to handle the land business of the Universal Radio Syndicate. Mr. Baxendale stated further that the contract with the Canadian Government calls for 80 words a minute, while the Newcastle and Bally Bunion system will be equal to at least 150 words a minute. He stated also that the United States government in a piece of test work had been most successful at a range of 3,000 miles from the Arlington station, near Washington, and that with only 30 kilowatts and mostly at night. Consequently, one can easily measure the possibilities of the Canadian system. In arranging for 300 kilowatts, the company are looking for the very highest rate of speed yet obtainable. Experimental tests will be commenced at Newcastle in February; but it will probably be early spring before the line is opened for regular trans-oceanic business.

PERSONAL.

J. LANNING, B.A.Sc., has been appointed superintendent of the sintering plant of the Mond Nickel Company, in their smelter works at Coniston, Ont.

C. KRUMBIEGEL, resident engineer of the Deutsche Maschinenfabrik A.G., has returned from Germany and joined the staff of the company's Canadian agents, Messrs. Gerald Lomer, Limited, Montreal.

JAMES COWIN, formerly Winnipeg manager of C. A. P. Turner's office, and E. F. FEE, of Winnipeg, have formed