

## COAST TO COAST

**London, Ont.**—Paving work for 1915 has been completed, making an addition of about five miles to the improved streets of the city.

**Saskatoon, Sask.**—Last week the Canadian Northern Railway opened up an additional 35 miles of track between Elrose and Eston.

**Calgary, Alta.**—The outlay for public work this year has been \$497,345, as compared with \$1,326,561 in 1914. In 1913 the expenditure was \$2,025,941.

**Port Alma, Ont.**—A large gas vein, producing about 2,000,000 ft. of natural gas per day, was struck along the shore of Lake Erie by the Glenwood Natural Gas Co.

**Fredericton, N.B.**—The Fredericton-Gagetown section of the St. John Valley Railway has been completed, which means that the railway is now complete from Centreville to Gagetown.

**Peace River Crossing, Alta.**—Steel on the Central Canada Railway reached a point 7 miles from Peace River Crossing several weeks ago, and it is expected that the line will be completed by the middle of December.

**Roger's Pass, B.C.**—According to an official estimate, the two fast approaching headings of the Roger's Pass tunnel, pioneer bore, will meet on December 19th. It is expected now that the tunnel will be ready for operation next July.

**Le Pas, Man.**—Steel on the Hudson Bay Railway is still being laid, and a weekly train service is now in operation over the first 242 miles of the line. The bridge over the Nelson River at Manitou Rapids will be finished early in February.

**Montreal, Que.**—The city proposes to spend over \$1,000,000 this winter in the construction of sewers. Of this, \$109,000 will be spent in the eastern division; \$295,100 in the western division, and \$747,353 in the northern division.

**Ottawa, Ont.**—By a vote of the city council last week, it was decided not to appoint a commissioner of works at the present time. The names of several prominent engineers and others were under consideration, and the proposal was defeated by a vote of 10 to 11.

**Toronto, Ont.**—According to the report for November of Dr. C. J. Hastings, M.O.H., the filtration plant at the Island removed 99.1 per cent. of the bacteria from the filtered water. *B. coli.* were found in the water three times during the month, out of 163 examinations.

**Victoria, B.C.**—The piers for the large Dominion Government telescope to be erected on Little Saanich Mountain are under construction. One of them is 44 ft. in height above floor level of the observatory. The foundation is a structure of monolith concrete weighing about 800 tons.

**Oakville, Ont.**—A 7-mile stretch between Oakville and Clarksons of the Toronto-Hamilton Highway was opened for traffic last week, and the event was suitably commemorated in conjunction with that of officially putting into service a new lighting system on the main street of Oakville.

**New Toronto, Ont.**—The new water supply system is to be placed in operation this week. In addition to the needs of the municipality itself, the Grand Trunk Railway and the village of Mimico are customers, the former to

the extent of 300,000 gallons per day and the latter 500,000 gallons per day.

**Edmonton, Alta.**—Nickel deposits are now being developed on the shores of Athabasca Lake and there are indications of considerable wealth in the Northern Athabasca country in nickel and copper ores. Mr. J. D. Piche states that the best claims discovered to date are near Fond du Lac, from which ore can be transported by boat to Fort McMurray, the northern terminus of the Alberta and Great Waterways Railway.

**Vancouver, B.C.**—Track has now been laid on the Pacific Great Eastern Railway within eight miles of Clinton, 67 miles north of Lillooet, the present terminus of the new line, and the section to the next objective point is expected to be completed and ready for traffic before Christmas Day. The company plans to extend service as soon as the track has been linked up with Clinton. The distance from Squamish to Clinton is 166 miles.

**Edmonton, Alta.**—According to Ralph H. Douglas, Provincial Railway Engineer, about 80 miles of continuous grade has been completed on the Oliver-St. Paul line. On the Peace River branch of the C.N.R. the track to San Guido on the Pembina River has been reballasted and steel has been laid for several miles beyond the Pembina Bridge. On the line southeast from Camrose, towards the Battle River, some 22 miles of steel have been recently laid.

**Ottawa, Ont.**—Details of the route of the Ottawa South intercepting sewer have been decided upon and it has also been decided to construct it by day labor. The work has been divided into three sections, the expenditure totalling about \$310,000. Mr. F. C. Askwith, acting city engineer, will proceed with the first section as soon as authority has been granted by the Provincial Board of Health, and arrangements made with the C.N.R. for an easement through their property.

**Vancouver, B.C.**—The Canadian Northern Railway has let a contract for one of two large car ferries for service between Vancouver and Patricia Bay on Vancouver Island. The ferry will be 310 ft. long with a 52-ft. beam and a depth of 20 ft. It will carry 25 cars in addition to its passenger accommodation. The Davis Shipbuilding and Repairing Co., of Levis, Quebec, were the successful tenderers. Work will be commenced at once and the contract calls for delivery next July. The cost is estimated at \$400,000.

**Toronto, Ont.**—It was announced last week by Hon. Robert Rogers, Minister of Public Works, that the difficulty which arose during the summer in regard to the Toronto Harbor construction works has been settled finally. The Canadian Stewart Company has undertaken to make good the defective construction by a sub-contract disclosed upon examination by the government engineers, and the work will proceed without further hitch. The restoration of the imperfect construction will be done without cost to the government.

**Victoria, B.C.**—The Imperial Oil Co. has now completed the installation of its tanks at McLaughlin Point, and the construction of the wharf, which is about 150 feet in length, is now progressing. Several cribs have been placed by the contractors, The Taylor Engineering Works of Vancouver. An extensive system of piping is also to be laid between the wharf and the tanks, and the pumping equipment is still to be installed. Warehouses, stables, etc., are being built by the Dominion Construction Co. The storage is for refined product, the crude oil being brought from Peru to Ioco, where the new refinery is situated. The storage plant is expected to be in operation by April next.