

COAST TO COAST

Yorkton, Sask.—The C.N.R. will shortly open a 25-mile branch line between here and Wroxton.

Vancouver, B.C.—The Georgia Harris viaduct, completed a few months ago, has cost the city some \$494,000.

West Vancouver, B.C.—The \$40,000 dock, known as the Dundarave wharf, which has been under construction this summer, has been practically completed.

Edmonton, Alta.—The end of steel on the Alberta and Great Waterways Railway is now 140 miles from Edmonton, or a little over one-third of the way to Fort McMurray.

West Vancouver, B.C.—The municipal council has spent \$175,000 this summer in the construction of roads and sidewalks. The North Shore Marine Drive cost about \$100,000.

Quebec, Que.—There is a large amount of street paving under way in the city. The Quebec Paving Co., the Sicily Asphalt Co., and Madden & Son are the principal contractors.

Winnipeg, Man.—In connection with the carrying of the Shoal Lake Aqueduct under the Red River at Victoria Park, Messrs. Henderson and Snyder have been awarded the contract for the core drilling at a price amounting to \$1,920.

Kenora, Ont.—The International Joint Commission has recently been in session at several points in this district in an endeavor to adjust and settle disputes arising between the two counties concerning the effect of variation of water levels upon the navigation of Lake of the Woods.

Chatham, N.B.—A new bridge is being constructed across Black Brook. It is a covered Howe truss span, 63 ft. long, between massive concrete abutments, with retaining wall approaches. Another highway bridge across Barnaby River has recently been completed. It is also a steel structure with concrete abutments, and with 300 ft. of approach fills.

Calgary, Alta.—Mr. C. D. Howe, chief engineer of the Dominion Grain Commission, has tested the new elevator at Calgary, and it is now in service. The elevator has a capacity of 2,500,000 bushels, can handle over 200 cars in a day of ten hours, and has three loading and three unloading tracks connecting with the C.P.R., C.N.R. and later on with the G.T.P.

Vancouver, B.C.—The Canadian Northern Railway were recently to have called for tenders for the False Creek sea wall in connection with the construction of their terminals in this city. The specifications, however, were found by the city engineer to be slightly unsatisfactory, and some delay has resulted. It is expected, however, that tenders will be called in a few days.

Montreal, Que.—The city is suing the Harbor Commissioners to the amount of \$150,000 for the construction of a sewer, and \$6,000 a year for its maintenance. It appears that wharves and piers built by the harbor authorities in 1834 caused stagnation, and a breakwater built in 1898 diverted the current of the St. Lawrence River, necessitating the construction of the sewer.

Ottawa, Ont.—The agitation for the Prescott highway, a 58-mile improved road to be constructed between Prescott and Ottawa, is still a matter of controversy. It is not likely that any constructional work will be done

before next year. There is now another proposal, *viz.*, a 42-mile roadway connecting Ottawa with Morrisburg. The former, however, appears to be the more likely of the two.

Berlin, Ont.—The Grand River experienced an unprecedented rise during the storm of September 12th. According to Mr. W. H. Breithaupt, C.E., who took some observations at Bridgeport, on the outskirts of Berlin, during the storm the river rose 69/10 feet above summer level in 24 hours, with an increased flow of between 9,000 and 10,000 cubic feet per second and a velocity of 3 7/10 miles per hour.

Vancouver, B.C.—The prevention of a shortage of water supply is receiving the attention of the city waterworks department. Mr. F. L. Fellowes, the city engineer, is reporting upon conservation methods. The investigation arises from the application of North Vancouver for an extra 10,000 gallons a day, and is focused upon the question of a permanent and sufficient supply at the Capilano and Seymour Creek intakes.

Toronto, Ont.—It has been intimated by Hon. Findlay Macdormid, Minister of Public Works for Ontario, that the new provincial highways act may be shortly taken up by the government. It is likely, however, that in a majority of cases the question of creating new highway organizations with a view to entering upon county highway systems or other important highway work will be left to the new county councils to be elected next January.

Victoria, B.C.—Fine progress has been made this year on the tunnel sewers in the north-west section of the city. The general plan is a south-westerly route with an arm to West Bay. Concrete pipe, manufactured by Moore and Pethick, and the outfall at Macaulay Point is of steel, installed by the Burrard Engineering Co. and completed three months ago. The concrete pipe varies in diameter from 27 to 36 inches. The work has been carried out under the direction of Mr. C. H. Rust, city engineer.

Le Pas, Man.—Between here and Armstrong Lake, on the new Hudson Bay Railway, a weekly train has been placed in operation. This portion of the completed line is 210 miles in length, of which practically half has been ballasted. Track laying has reached the Nelson River and grading has been completed to within 50 miles of Fort Nelson. There are two large bridges to be built, one of which is now under construction at Armstrong Lake, and the other near Kettle Rapids on the Nelson River. Both are of the cantilever type.

Toronto, Ont.—A few weeks ago a steel twin-screw car ferry, Ontario No. 2, was launched at the yards of the Polson Iron Works, Limited, Toronto. The vessel will have a capacity of 30 loaded cars and 1,000 passengers, and will ply between Cobourg, Ontario, and Charlotte, N.Y. She is of the shelter deck type, 318 feet long and 54 feet beam, and is built with solid plate floors and extra heavy scantlings. She is equipped with transverse and longitudinal bulkheads and has a gross tonnage of 5,400. On her initial trip last week she carried 21 loaded cars.

Sudbury, Ont.—The Sudbury-Copper Cliff Suburban Electric Railway line is nearing completion, and the greater part of it will be in operation early next month. This project was outlined in *The Canadian Engineer* for July 23rd, 1914. The line is being laid with 80-pound T-rails on cedar ties at 20-inch centres. Tubular steel poles in the towns and wooden poles in the country carry a No. 0000 copper trolley-wire. The line operates on direct