

## COAST TO COAST.

**Fort William, Ont.**—The city of Fort William will take over their end of the electric street railway this coming fall. Heretofore the city of Port Arthur controlled the street railway under a joint board, made up of representatives from both cities. Formal steps have already been made in connection with the operation and interchange service between the two cities.

**Toronto, Ont.**—Superintendent Bennett, of the Colonization Roads Department, has arrived at the Parliament Buildings after an inspection of the districts recently visited by forest fires. The damage to bridges, he said, was very slight. In the Sudbury district a \$25,000 colonization road nine miles in length was completed last week. The colonization road work had not been seriously delayed by the fires, and the extent of territory benefited this season was likely to make a new record.

**Ottawa, Ont.**—A great improvement has been made to the Richmond Road between the city limits and Westboro. Employees of the Bytown and Ottawa Road Company have covered the road with tarvia. As it is now almost a dustless road, it is certainly a great improvement, and one that is much appreciated by those residents living along the way. For some time the residents of Westboro and all along the Richmond Road have been urging the road corporation to take action in the matter, and at one time they suggested that the road through the village should be treated at the expense of private parties. It is understood that the road company intends to cover the road with tarvia for several miles west of Westboro. This will also meet with the approval of farmers in that locality.

**Victoria, B.C.**—The city officials are paying about \$8,000 a month to the Esquimalt Waterworks Company for the purchase of water from Goldstream, judged on the basis of last month. It is intimated by a prominent city official that the yearly cost will run to \$80,000. It is frequently stated that the city is making a profit by buying water at half its retail cost, to sell again to consumers, the observation being based on the fact that the Esquimalt Company is selling five million gallons of water per day at six cents a thousand gallons. However, of that amount at least 30 per cent. never is retailed to consumers, the loss in the mains, evaporation at the reservoir, water for city services, and the amount lost in other ways absorbing the difference. Besides, the city has to maintain a distributing service for its consumers. Those in touch with the matter expect that the profit and loss account on this purchase will not show a large margin for the city when the whole information is tabulated for the consideration of the council.

**Toronto, Ont.**—Sir William Mackenzie, president of the Canadian Northern Railway, has secured the money necessary for the fulfilment of the Canadian Northern Railway Pacific Coast terminal plans, and they are to be proceeded with without delay. In a recent interview Sir William stated that, of the capital he had secured in London—an issue of \$2,000,000 of 4½ per cent. terminal bonds, and an issue of \$7,500,000 of five per cent. five-year notes—a large portion would be immediately used for western terminal development and the remainder for the building of an extension of the Canadian Northern Railway lines in Western Canada. Included in the Canadian Northern Railway Pacific Coast plans are large yards and shops to be erected at Port Mann; terminal stations, etc., at Victoria and New Westminster, and at the city of Vancouver a project which involves an expenditure of \$10,000,000, and which will take five years to carry out. In consideration of the conveyance to the railway by

the citizens of Vancouver of what is known as False Creek, the Canadian Northern Railway are building the main Pacific terminals thereon, including a big passenger depot at a cost of \$1,500,000; the erection of a modern hotel, and the absolute reclamation of False Creek. The plans further called for making the railway's own entrance into Vancouver by way of a tunnel from New Westminster, the construction of which will cost in the neighborhood of \$4,000,000.

**Ottawa, Ont.**—The Commission of Conservation, under the chairmanship of Hon. Clifford Sifton, has issued an exhaustive and carefully prepared report on the general question as to the giving of power rights on the St. Lawrence River to private corporations, with special reference to the application pending before the United States Congress from the Long Sault Development Company for rights to dam the St. Lawrence at the Long Sault Rapids, near Cornwall. The enormous importance of the power franchises, involving the whole industrial development of Eastern Ontario, Western Quebec and the bordering American States, is fully pointed out in the preface to the report, and the logical conclusion is reached from a study of all the conditions that the plain duty of the Federal Government is to maintain public ownership and control of all the power rights on the river absolutely unimpaired. The Commission strongly urges that public interests in power development on the St. Lawrence should be conserved for all time, and that the persistent efforts of the merger company to secure monopoly rights should be firmly resisted.

**Toronto, Ont.**—It is rumored in the city that the farmers in the County of York are concluding that the good roads provided by the Commission do not meet the requirements of vehicular traffic. Not only is it stated that the good roads so far supplied are not so constructed as to stand the wear and tear of traffic, but macadam roads are being declared a failure. There are many who have reached a conviction that the only solution of the good roads problem is to construct asphalt pavements, the same as in the city. Such is the condition of public sentiment upon the results shown by the Commission that a reorganization of the good roads movement in the near future is likely to be demanded.

**Toronto, Ont.**—The Toronto Board of Trade is preparing for an active year in civic improvement and the general development of Ontario and Canada, and will in October resume the publication of The Board of Trade News, the official publication of the organization, which is not issued during the months of August and September. The members and officials of the organization are naturally proud of the things accomplished in the past, and point with pride to the creation of the Board of Railway Commissioners, the Harbor Commission, the work on the new Welland Canal, the agreement for a railroad viaduct on the water front, and the initiation of the movement for good roads with an appropriation to date of \$600,000. The scope of the future work of the Board of Trade may be understood from the appointment of special committees to give attention to the subjects named, viz., harbor and Welland Canal, railway and transportation, legislation and education, good roads, civic and social service, Ontario development, express rates and parcel post, viaduct, publicity, Federal square, foreign trade, membership and conference committee of one hundred. The organization was incorporated in 1845, and now has a membership of 2,800.

**Toronto, Ont.**—Toronto will have the finest freight terminals in the world before this time next year. The Canadian Pacific Railway has just completed plans for additional buildings to be erected at the corner of King and Simcoe Streets, on the old Government House site, and the Grand Trunk Railway also is planning the erection of more buildings at the corner of Wellington and Simcoe Streets. City Architect Price and the division engineers of the Canadian Pacific Railway declare that the Toronto freight terminals will