

Coast to Coast

Agincourt, Ont.—The huge water tank at Agincourt in course of construction by the C.P.R., was destroyed by fire on February 19. The loss is estimated at \$15,000.

Berlin, Ont.—Another new industry has been opened at Berlin. The Dominion Tire Company, owned and operated by the Consolidated Rubber Company of Montreal, has completed and formally opened its new \$1,000,000 plant.

Elderbank, N.S.—Work on the Halifax and Eastern Railway in the Musquodoboit Valley is progressing steadily; and it is stated that by spring the grading that is to be done by the sub-contractors will be completed, also that by July, rails will have reached the Valley.

Clinton, Ont.—Clinton is now using hydro-electric power, connection having been completed about the middle of this month. The Niagara Falls power is not only to be used for light for streets and buildings, but also for the town waterworks system. Connection with the street lighting and manufacturing plants is not yet entirely completed.

Calgary, Alta.—For the year ending December 31, 1913, the gross earnings of the Calgary Power Company amounted to \$240,116.28; operating expenses, \$52,055.69; leaving net earnings available for bond interest, \$188,060.59. After paying interest of \$100,034.33 a balance of \$88,026.26 remained, equivalent to over 4¾ per cent. on the common stock.

Regina, Sask.—The new reservoir to be built at Regina, and for which a site is now being secured, will hold a reserve water supply of 5,000,000 gallons, will be 26 feet in depth, and will be constructed of concrete. The site which is likely to be recommended by the commissioners will necessitate the laying of a 42-inch main between the tank and the power house.

Fort William, Ont.—The incinerator at Fort William has been set in operation, two of the three cells being kept busy steadily. The incinerator is reported as working satisfactorily, the consumption being about one wagon load every hour for each unit, or approximately 48 loads per day. The additional air blast supplied by the new fan has made a great difference in the heat generated; and the clinker which is now raked out from the front of the furnace is hard and well burnt.

Smithers, B.C.—Extensive deposits of iron ore of great value in the Copper River district, a few miles west of Smithers, have been reported upon by Mr. John V. Rittenhouse, of New York City, consulting and mining engineer. The ore deposits are situated between the town and Copper City and are the property of the North Pacific Iron Mines, Limited. The company's locations cover 375 acres, and it is the engineer's estimate that there are 10,000,000 tons of iron ore on the property, which is brown hematite in character. The deposit is similar to the Alabama deposits of bog iron, and analysis shows it to be well within the Bessemer limit.

Brantford, Ont.—The annual report of the Dominion Power and Transmission Company gave the following facts concerning Brantford:—"At the present time the company is connected with 2,124 motors of an aggregate capacity of 55,199 h.p. Additionally, the railway capacities require 6,250 k.w., or 8,333 h.p., and our lighting systems 13,132 k.w., or 17,500 h.p. During the past year the work of re-constructing the 22 miles of street railway tracks has been continued almost to completion, and considerable work has

been done in the construction of 11 additional miles for the accommodation of the rapidly increasing population in the easterly section of the city.

Montreal, Que.—According to authoritative report from Montreal, C.P.R. extension plans of last year and this year will involve a total expenditure of about \$85,000,000. At the present time there are 133 miles of double track under way between Sudbury and Port Arthur, on the Lake Superior division, which alone will cost \$6,000,000; 178 miles of double track between Brandon and Calgary to cost \$5,000,000; 139 miles between Revelstoke and Vancouver, to cost \$7,000,000. Before the C.P.R. has concluded its present programme of work in the west, including the irrigation works, double tracking, and new trackage, amounting to 1,200 miles, it will have spent approximately \$450,000,000 since its inception.

Ottawa, Ont.—An interim report has been presented to the Dominion Government at Ottawa upon the construction work on the N.T.R. during the nine months ending December 31, 1913. The total expenditure during that period is shown to be \$10,314,944, which brings the total expenditure from the formation of the commission in 1904 to \$140,562,147. The complete mileage is given as 2,231 miles; and it is stated that at the end of last year, the bridges were 95.3 per cent. complete. The report, moreover, asserts that at the end of last year, trains were being operated on 1,160 miles of the total 1,804 miles between Moncton and Winnipeg, and could have been run on the remaining mileage had there been any necessity therefor.

Regina, Sask.—The city commissioners have adopted for this and future years the policy of laying storm sewers previous to paving. Hence, all the streets included in this year's paving programme will be provided first with storm sewer. It is proposed also to construct two new storm water mains, one of 57-inch diameter and the other, 45 inches; while in these will terminate laterals ranging from 9 to 22 inches in diameter. New later sewers will also be constructed to connect with the present main which has its outlet into the creek at Campbell Street in the northern section of the city. The proposed new sewerage mains will serve the southern portion of Regina. The estimate for the work to be carried out this year upon the above constructions—e.g., 8 miles of mains and laterals—is given by the city engineer as \$170,140.

Fort William, Ont.—The laying of the new intake main across the dam at Current River has been completed. The double force main, 450 feet in length, was connected on the ice just as if it had been laid on land and then placed in a wooden frame while 14 bents were driven at equal distances across the stream to support the pulleys by which the mains were to be lowered. The ice, 3 feet in thickness, was sawed to open a channel for the main, and then the whole length was slowly lowered to the bed of the river. No supports nor flexible joints were required to prevent the pipe breaking on the bottom as the bed of the river consists of hard pan. The trench for the mains was prepared in the summer and the river bed was found so firm that blasting had to be done to remove obstructions.

Victoria, B.C.—City Engineer Rust has reported upon the recommendation, recently made by the city officials, in connection with procuring a municipal paving plant. Mr. Rust considered the advantages and disadvantages of alternative locations at Spring Ridge and Garbally road yards, estimated the cost of each, and concluded in favor of the Spring Ridge site. He reported that a quotation had been submitted from F. D. Crummer and Son for a semi-portable plant with a capacity of 2,000 yards of 2-inch top per 10 hours, for \$12,000; that this with other necessary charges,