

## Coast to Coast

**Galt, Ont.**—The Galt board of works has asked that \$25,000 be placed to its credit to be expended in road improvements in 1914.

**Toronto, Ont.**—It is stated that by May the Timiskaming and Northern Ontario Railway's "Cobalt Special" will be composed of all steel equipment.

**Victoria, B.C.**—The engineering department of the city of Victoria has cut down its estimate on the local improvement work to be done in 1914 to about \$425,000.

**Newmarket, Ont.**—Plenty of pure water is now being obtained from the 12 artesian wells supplying the town, and the flow amounts on an average to about 180,000 gallons per day.

**Montreal, Que.**—The Grand Trunk Pacific reports that work on the mountain section is proceeding day and night. There is a gap of some ninety miles to be filled up. This will be accomplished, it is believed, by the end of April.

**Victoria, B.C.**—The Victoria city council has approved the resolution forwarded to the mayor of Victoria by the mayor of Windsor, Ont., asking for the approval of the movement on foot to memorialize the Federal authorities to approve of the construction of a deep waterway from the Great Lakes to the Atlantic Ocean via the St. Lawrence River.

**Calgary, Alta.**—The first official train of the G.T.P. Calgary-Tofield branch has been pulled over the line from Mirror, the first divisional point west of Calgary. The road is pronounced to be in splendid running order, and a regular service will be inaugurated between Calgary and Edmonton as soon as spring opens.

**Edmonton, Alta.**—Last year the electric light department of Edmonton cleared a net profit of \$100,000, or an approximate equivalent to 25 per cent. of the capital invested. As a consequence, the city council has a new light and power tariff; and a reduction will be made in light revenue of \$32,000, in September change of \$15,000, and in power revenue of \$23,000.

**Saanich, B.C.**—The municipal council is taking action to restrain the Warren Construction Company from proceeding with work on the roads of the municipality. It is declared that the contract is invalid because the contemplated expenditure was beyond the municipal revenue for 1913, and that the city could not enter into the contract without a valid by-law for the provision of the money.

**Vancouver, B.C.**—It has been announced by J. G. Sullivan, chief engineer for the C.P.R., that approximately \$20,000,000, exclusive of expenditure on terminals in Vancouver, will be spent in Western Canada in 1914. Of this amount, the larger portion will be required for the improvement work and double tracking proposed in British Columbia. However, new line to the extent of 600 miles is to be laid on the prairies; but the heaviest cost will be for the supply of rails and new ties.

**Toronto, Ont.**—The annual report for 1913 of the Hydro-Electric Commission was tabled in the Ontario House on March 16. A comparison was made showing the extent of the system at the end of 1913 and at the end of the previous year. The total annual expense for 1913 was given as \$1,991,043, while for 1912 it was \$1,377,168; the total revenue for 1913, \$2,611,918, for 1912, \$1,617,674; the net balance, or profits in excess of depreciation, in 1913, \$390,395, and in 1912, \$60,659; and the total plant value in 1913, \$9,196,483, while in 1912 it was \$6,340,711.

**Port Moody, B.C.**—Preparations are being made by the Imperial Oil Company for the establishment of storage tanks

and a refining plant on the north shore of Burrard Inlet, near Port Moody; and construction work will be started at an early date. The C.P.R. is ballasting the spur line from Port Moody, which was built last year, so that the steel and cement for the tanks can be transported to the site. The Imperial Oil Company acquired some time ago a 100-acre tract for its Western British Columbia base, and three large tanks, a number of small reservoirs for storing the different kinds of oil and a big machine plant will be established. A wharf 750 feet long will be built for berthing the ocean-going steamships which will bring the crude oil from California to the company's new works. The big tanks will have a storage capacity of 150,000 barrels. It is expected that the plant will be in operation within three months from the time construction work is started.

**Minnedosa, Man.**—On March 10, a conference was held at Minnedosa between representatives of the three private power companies on the Little Saskatchewan River, the council of Minnedosa, the superintendent of the Dominion water power branch and the assistant chief engineer of the Manitoba hydrographic survey, regarding the power situation on the Little Saskatchewan River. It was explained that the Manitoba hydrographic survey had made a complete reconnaissance investigation of the power possibilities on the Little Saskatchewan, and also of the possibilities for the control and conservation of the river in the interests of the present and prospective powers on the river. The general result of these investigations indicated that a comprehensive system of control could possibly be worked out by utilizing the various lakes in the upper waters of the Little Saskatchewan and within the Riding Mountain forest reserve. The Department of the Interior has for some time been considering the best means of working out such a comprehensive control system, but desired to have a full discussion in the matter with the various private interests involved before taking any definite action. After some discussion, a resolution was unanimously passed expressing the approbation of the town of Minnedosa and the three power companies on the river in the work already done by the Manitoba hydrographic survey, and urging that it be supplemented by such further investigations as would be necessary to enable a final definite policy of conservation.

**Montreal, Que.**—The report of the improvements effected by the Montreal Harbor Commission in 1913 shows the completion of the Harbor Commissioners' railway line to high level from Molson's Creek to Tarte pier; the completion of 2 permanent transit sheds; an advancement almost to completion of the work on the drydock site, providing a large basin for the new floating drydock Duke of Connaught, and a large area of made land for the shipyard; the completion to the length of 2,000 feet of new quay walls of cribwork and concrete, and the partial completion of 2,000 additional feet; the construction of 4 miles of new railway track as well as the improvement and relaying of one mile; and the advancement of the removal of the artificial works at Moffatt's Island. Further, construction of a large industrial wharf at Pointe-aux-Trembles, and of two new transit sheds on the high level bulkhead wharves sections 24 and 25, was also started; a new electric hoist, with bridges connecting with the upper stories of the sheds on the Alexandra pier was built; new paving was laid on portions of the wharves; a start was made in substituting concrete for the superstructure of some of the old wooden piers in the central portion of the harbor, and additions and improvements were made to the various harbor plants. Elevator No. 2 and its connecting conveyer system to all berths in the central part of the harbor was operated during the whole season; and elevator No. 1 also worked satisfactorily, though an addition of one and a half times its storage capacity was being installed.