

## Coast to Coast

**Edmonton, Alta.**—The 3-story structure being erected by the Bank of British North America has been completed at a cost in all of approximately \$160,000.

**Collingwood, Ont.**—The corner-stone of the new Federal building, which is being erected at Collingwood by the Dominion Department of Public Works, was laid on September 10th.

**Hamilton, Ont.**—Much satisfaction is being expressed by citizens of Hamilton with the work being done on new civic roadways this year under the supervision of Mr. Eugene Whitley, assistant city engineer.

**Regina, Sask.**—The operation returns of the Regina Street Railway Department for the week ending September 5th showed a revenue of \$3,322.60; while for the week ending August 29th, the revenue shown was \$3,378.05.

**Oakville, Ont.**—Repairs to the piers at Oakville harbor are in progress. The wall has been raised at the east side, the floor has been levelled, and new sleepers have been installed. When the east pier has been fully repaired, the west pier will also receive attention.

**Saskatoon, Sask.**—The Dominion Interior Elevator at Saskatoon was to be ready for operations about 15th September. The structure is considered to be one of the finest pieces of construction of the kind on the American continent. The capacity of the present initial unit is 5,000,000 bushels, and its cost is about two million dollars.

**Windsor, Ont.**—On September 12th, Sir Adam Beck, chairman of the Ontario Hydro-Electric Commission, performed the inauguratory function of releasing to public service in the entire business section and many of the principal residential districts of Windsor electric light and power generated at Niagara Falls, 250 miles from the former city.

**Winnipeg, Man.**—During August the steam and electric pumps at Winnipeg handled 328,697,210 gallons of water as compared with 342,426,000 gallons in the corresponding month of 1913, a decrease of 13,545,390 gallons. The rate per 24 hours for August this year was 10,603,135 gallons, as compared with 11,040,083 gallons in 1913, a daily decrease for August this year of 436,948 gallons.

**Fort William, Ont.**—The financial report of the utilities of Fort William for the first six months of 1914 shows a total profit on the operation of all utilities of \$20,954.34. Water shows a surplus of \$5,463.97 above maintenance and fixed charges, the revenue being \$47,653.44; light, a surplus of \$14,245.55, and revenue of \$59,912.80; and telephone, surplus, \$1,244.82, revenue \$31,565.16.

**Regina, Sask.**—A recent report made by the superintendent of the Regina street railway department to the utilities committee of the city council showed that expenses on that department are being steadily curtailed. Receipts for this year compared favorably with corresponding periods of 1913; and the operating expenses showed a decrease over last year, current figures being 92.9 per cent. as against 115.7 per cent. in 1913.

**Regina, Sask.**—A report upon the work being done by the provincial public works department on a large reinforced concrete culvert near Clark's Crossing, announces that this work is well under way and will be completed within a few days. Announcement is also made that the concrete bridge and dam being undertaken by the department near McTaggart E. 3-10-15 w. 2 are now under way and will be carried to completion.

**Peterborough, Ont.**—Work to proceed and be completed at Peterborough this autumn includes street paving and sewer construction, and the reconstruction by the G.T.R. of 50 miles of roadbed between Lindsay and Hastings. Moreover, it is understood that the Utilities Commission has under contemplation the extension of its mains, and that the Peterborough Radial Railway Company is prepared to rebuild immediately a portion of its Charlotte street line if the city will decide to pave the same section at the same time.

**Fort William, Ont.**—The depression caused by the outbreak of the war at Fort William was of short duration. About two weeks ago work was recommenced with a rush by the three transcontinental roads which make that city their lake terminus. The C.P.R., C.N.R., and G.T.P. doubled their rolling stock and equipment to provide for the shipping of grain into the city; and it is expected that this state of affairs will last well on into the winter, since rail shipments to west St. John this year will doubtless be the heaviest in history.

**Victoria, B.C.**—The tunnel at Macaulay point for the Northwest sewer at Victoria has been pierced after 'over 5 months' work, and is the first of 4 to be completed on this project. A second, that at Gore street, will be finished in about six or seven weeks, as there is only another 180 feet to complete. The other tunnels will not be finished this year. About 450 feet of the 1,800 feet in the Sunnyside tunnel has been pierced; while the other long tunnel of 2,700 feet will not be finished till the new year. The tunnel between Thomas and Robert streets, which is now opened, will be cleaned up and finished shortly, and the sewer pipe will be laid.

**Regina, Sask.**—Considerable work has been undertaken by the board of highway commissioners in Saskatchewan, arrangements having been made for an expenditure of \$500,000 in road and bridge work. At the beginning of the current month, 150 road gangs, with crews of from 15 to 20 men each, and using 10 to 12 teams, commenced work. According to the recent statement of F. J. Robinson, chairman of the commission, these numbers will be considerably increased, since the commission is operating with the municipalities, using municipal equipment, and in general is seeking to turn municipal organization everywhere to the very best advantage.

**Dunnville, Ont.**—Satisfactory progress is reported at Dunnville on the Erie and Ontario Railway. The right-of-way for this road is 75 feet wide, and the grading now being done is 31 feet from one side, so that if later on the road is double-tracked the two tracks will be in the centre of the right-of-way. The grading is for single track, and the work is being advanced from 3 points,—Smithville, Attercliffe, and Dunnville. The switch from the Michigan Central to the Erie and Ontario has been graded; and the rails are laid on it for the greater part of the distance. Revised tenders for the stations and freight sheds were received recently, and it is expected that the contracts for these will soon be let.

**London, Ont.**—The major portion of the work on the London breakwater provides for a 3-foot by 2-foot concrete base toe line and a 26-foot natural slope front of embankment faced with reinforced concrete 11 inches thick at the base and 7 inches thick on the top of the slope, where provision is made for a substantial concrete cap and a 5-foot sidewalk with guard tubular iron railing. Short lengths of vertical retaining walls will be necessary at the Oxford and Blackfriars bridge ends of the breakwater. The proposition is to provide for a top area of embankment, giving provision for a driveway, and utilizing existing conditions without disturbing trees or making excessive filling necessary in fixing face line of embankment. The estimated expenditure, as authorized, is \$25,000.