

COAST TO COAST.

Port Arthur, Ont.—A new telegraph line has been completed which now affords direct communication between Port Arthur and Toronto. In its construction over 800 miles of copper wire were used.

Winnipeg, Man.—The earnings of the Winnipeg Electric Railway on actual street car operation in the city of Winnipeg for 1913, were \$2,384,597.28, an increase of \$269,604.48 over the earnings of 1912.

Winnipeg, Man.—The financial statement issued by the provincial department of public works shows Manitoba's Government elevator system to have had a surplus of revenue over expenditures to the extent of \$329.84 for the year ending November 30th, 1913. Receipts totalled \$58,770.71, and expenditures, \$58,440.87.

Weston, Ont.—A recent improvement has been effected at Weston by the Water, Power, and Light Commission in its endeavor to make Weston the best lighted village in York County, Ont. Every pole on each side of the business section of Main Street now bears a heavy-powered light; and on the east side, the lamps are encased in large frosted globes.

Winnipeg, Man.—The report of the public utilities commission shows the condensed earnings of the Manitoba Government telephones for the twelve months ending November 30th to have been as follows: revenue, \$1,707,149.74; expenses, \$1,269,909.90; and net earnings, \$437,239.84. The interest charges for the year were \$406,975.20, leaving a surplus of \$30,264.64.

Ottawa, Ont.—Some of the improvements at Ottawa effected by the civic council of 1913 are the following: the provision of a good temporary water supply in the form of 11 artesian wells; a reduction in the Municipal Electric Commission's rates; the prevention of increased street railway rates; a civic financial surplus; and a greater mileage in the construction of granolithic walks and pavements than has been accomplished in any previous year.

Toronto, Ont.—The definite announcement has been made by Sir William Mackenzie, president of the Canadian Northern Railway, that September 1st next, will see the completion of the C.N.R. transcontinental from Quebec through to the Pacific Coast; and the early fall, the operation of a passenger service that will require an equipment for the operation of 15 trains each way daily. He states, also, that \$50,000,000 were expended last year in construction upon this continental line.

South Vancouver, B.C.—Mr. H. B. A. Vogel, secretary of the North Fraser harbor commission, stated, while addressing municipal ratepayers recently, that progress is being made by the commission. Harbor commissioners in the United States and European countries have been requested for information, and the appointment of a competent engineer is to be made shortly. Until the engineer shall have examined the specifications of the contract, the Dominion government is holding up the jetty and dredging project for the mouth of the North Arm and a distance of five miles inward.

Montreal, Que.—Comprehensive schemes of extension, improvement and double-tracking formed the basis of procedure by the C.P.R. in 1913; but the present year will have to be devoted to the completion of these schemes, rather than to the projection of any extensive new program. Thus, the expenditures estimated for the western appropriations of 1914 are almost entirely confined for the present to the completion of track-laying, etc., on grades already built, on branch lines, extensions and double-tracking, the latter of which will eventually connect Winnipeg to Vancouver; and to the building of the Rogers' Pass tunnel.

Victoria, B.C.—Of the E. & N. Railway company's new line on the east coast from McBride Junction to Courtenay, a stretch of 45 miles, 15 miles have been completed; and when the bridge being erected over the Big Qualicum river is finished, steel work and ballasting will be continued over another 15 miles, upon which grading is complete, and should be concluded by the middle of next April. The road will then have reached the Sable River, in the vicinity of Baynes Sound, where another steel viaduct will be erected, material for which is already on hand. It is estimated that the road will reach Union Bay in May; and on the 10 miles between that point and Courtenay, the Trent river must be spanned. This is not expected to delay the completion of the entire road beyond next July.

Winnipeg, Man.—Since January 1st, 1913, the C.P.R. has completed the largest construction programme ever undertaken by this company on lines west of the lakes in any one year. Eight hundred and fourteen miles of grade have been constructed, 753 miles of steel laid, and 878 miles ballasted, making a grand total of 2,472 miles of additional trackage either completed or partly done. Besides this new construction the new yards in Transcona, with 100 miles of track, have been completed, the new double-track bridge connected over the Red River, and 4,000,000 bushels of capacity have been added to the elevator at Fort William. Besides progress in double tracking the company has made considerable headway with the Weyburn-Lethbridge line, the Swift Current-Bassano line, and the 5-mile tunnel under the Selkirks, which will be completed in three years. Double tracking west of the lakes now totals 860 miles.

Montreal, Que.—A large annex has just been completed to Windmill Point Elevator at Montreal. The main elevator, which was completed and put into operation in the spring of 1906, has a capacity of 1,080,000 bushels. The capacity of the annex is 1,070,000 bushels, which makes a net accommodation of 2,150,000 bushels. There are in the new building 28 concrete tanks, 25 feet in diameter and 100 feet in height, arranged at right angles in four rows, with seven tanks in each row. The tanks are constructed of reinforced concrete, having their adjacent sides rigidly united so that the four-pointed, star-shaped spaces between the circular tanks may be used for storage as well as the circular tanks themselves. The large tanks hold approximately 33,000 bushels apiece, and the star-shaped or interstice bins hold approximately 8,000 bushels each. On the Grand Trunk system, the Windmill Point Elevator is now second only in size to the 5,700,000-bushel elevator situated at Fort William.

St. Catharines, Ont.—The city engineering department has had an exceptionally busy year in 1913, so much so that a second assistant has been required by City Engineer Near for clerical work. Mr. Near, moreover, has undertaken to improve the system of the office department so as to satisfy more fully the requirements of the Legal Department of the Court of Revision in connection with the Local Improvement Act. To this end, he has introduced a card index system giving the history of each local improvement from its recommendation to its completion. Another improvement instituted is printed certificate forms for all payments, giving the required information as to by-laws for the City Treasurer. A third is a file and index to all contracts, by-laws, and agreements. A retention book has also been introduced, giving readily the date when final inspection of such work shall be made to release the guarantee drawbacks. Finally, a system of filing and indexing all plans of sub-divisions, local improvements, etc., is gradually being perfected.

Vancouver, B.C.—The work completed by the B.C.E.R. Company during the past year, shows a total of 9½ miles of new track. Other large works outside of the city, constructed during the year include the logging railway from Port Moody to Coquitlam dam; and on Vancouver Island, the