

pleted by the 30th of December. The Acme Construction Company are doing the grading between Bloomingdale and Guelph. This work was commenced four weeks ago, and is progressing very favorably. The grading will be completed between Bloomingdale and New Germany within a week's time, and the balance, to be completed by the 15th of December, is about twenty-nine miles. A contract has also been awarded for all the concrete work along the line, including three large piers and two abutments, for the Grand River, east of the town of Berlin, to Thomas Robbins, of Galt, all to be completed by the first of December. The company will also put a large force of engineers on the line north from the city of Guelph within ten days to survey the line from Guelph to Elora, Fergus and Arthur, and also to complete the survey from Guelph to Hespeler and Puslinch Lake, which, when the line is completed, will give them a direct route from the south, partly over the Galt, Hespeler and Preston Railway, and thence over the People's Railway to the city of Guelph. The company intends to have a great deal of the line operating by July, 1911. In the year 1911 the company will complete eighty miles of railway, and also intends at the next session to take out extensions westerly to the lake.

North Bay, Ont.—Surveyors have entered the Porcupine district for the purpose of laying out the land for the construction of the electric line which is to tap the T. and N.O. Railway. The western terminus will be at the Metagami River, while the line will join the T. and N.O. at or near Matheson, probably at Mileage 229.

Port Arthur, Ont.—Work on the C.N.R. gap between Selwood and Port Arthur will be commenced first thing in the spring. From Selwood to Port Arthur is about 550 miles, a little further than the corresponding mileage east on the C.P.R. Three camps of surveyors are stationed between Port Arthur and Selwood, and these claim that their work will be totally completed during the coming winter, so that laying steel can be commenced in the spring of 1911. One camp is near Long Lake, and another west of here some miles, while the third is just out of Selwood. The C.N.R. route east will be some miles north of the present C.P.R. right-of-way. West of Nepigon the line will dip southwards and come into Port Arthur along the lake front, according to the present arrangements.

Calgary, Alta.—The city council have adopted the recommendations of the street railway commissioners for extensions of the car lines to the suburbs, and a by-law to raise \$454,000, to carry out the scheme will be given its two preliminary readings at the next council meeting, and submitted to the ratepayers at the earliest possible date. Besides many miles of new rails, the estimates include several bridges, twelve new cars and equipment.

Lethbridge, Alta.—The contract for the twenty-six mile stretch of track to be constructed by the Canadian Pacific Railway between Carmangay and Aldersyde has been let to the Foley, Welch & Stewart Co. The total distance of the new short-cut to Calgary from Lethbridge is fifty-six miles, but thirty miles of this have already been built. Work on the line will be completed about the middle of October. The work will be started within ten days.

Vancouver, B.C.—At their meeting on August 24th, the board of park commissioners will again consider the proposal to build a tramline around Stanley Park. The Electric Railway Construction Company are asking for permission to build the line.

Vancouver, B.C.—C.N.R. surveyors will proceed immediately with the work of laying out the townsite of Port Mann for terminals and car shops.

Vancouver, B.C.—The first Renard road trains ordered by the Western Pacific Development Co., of Vancouver, for the Canadian Renard Road Transportation Company, of the same city, at a cost of \$25,000, has been completed and passed through its preliminary trials satisfactorily at the works of the builders, the Daimler Motor Company, of Coventry, England, and an early shipment of the train to Canada may, therefore, be expected. The motor cars are equipped with the Silent Knight six-cylinder engine.

LIGHT, HEAT AND POWER.

Ottawa, Ont.—The difficulty concerning the water-powers along the line of the Trent Valley Canal has been settled by the Department of Railways and Canals. Numerous

concerns sought the powers, but those to whom they have been assigned secure them only on condition that certain lands required for canal purposes be acquired, and also that the Department be relieved of liability for damages for the flooding of lands. At Dam No. 2 the power goes to the Trent Power Company and the Seymour Power Company, to be arranged between themselves. The rate is to be determined later. Five hundred horse-power, however, is to be reserved for the town of Trenton. At Dam No. 1 the power is to be allotted free to the Trenton Power Company, the Trenton Electric Light and Water Company, and the town of Trenton, in accordance with the judgment of the courts.

Calgary, Alta.—William Gardiner, superintendent of the city public works department, turned the first sod on the site of the new \$125,000 power plant last Tuesday.

BY-LAWS AND FINANCE.

Bonds have been sold by the following municipalities for the construction of public works:—

Aylmer, Ont.—\$21,000, waterworks.

Bredna, Man.—\$10,000.

Dunnville, Ont.—\$10,000.

Kelross, Sask.—\$12,000.

McTaggart, Sask.—\$2,500.

Parry Sound, Ont.—\$30,000.

Saskatoon, Sask.—\$60,000.

Grimsby, Ont.—Ratepayers sanctioned a loan of \$20,000 to the Hall-Zyro Foundry Co., who will erect a new foundry here.

Port Arthur, Ont.—A \$12,000 by-law for the erection of a new car barn has been passed.

Welland, Ont.—A \$52,000 by-law for waterworks extensions will be submitted to the ratepayers at the earliest possible date.

Dauphin, Man.—\$92,000, electric light, hospital, waterworks and sewerage.

Regina, Sask.—On September 7th a \$13,000 fire hall by-law will go to the ratepayers.

Prince Albert, Sask.—A \$12,000 by-law will be submitted for the construction of a filtration system.

Regina, Sask.—The following by-laws will go to the ratepayers on September 7th: Waterworks extensions, \$13,000; sewers, \$7,000; sidewalks, \$28,000; fire hall, \$13,000; fire-fighting apparatus, \$3,000.

Calgary, Alta.—A \$454,000 by-law for street railway extensions will shortly go to the ratepayers.

Calgary, Alta.—The by-law to raise \$96,000 for the construction of a public market building was sanctioned by the voters.

Stettler, Alta.—A \$29,000 waterworks by-law has been sanctioned by the ratepayers.

Fernie, B.C.—Council proposes to raise \$31,500 for sewer and fire alarm systems.

Victoria, B.C.—A \$100,000 by-law will shortly be submitted in connection with the installation of an underground telephone system.

SEWAGE AND WATER.

Moncton, N.B.—J. Edington, city engineer, has reported on the water supply, and his recommendations are being considered by the Water and Light Committee of the city council.

Welland, Ont.—The ratepayers will again vote on a by-law for waterworks extensions. The total cost of the proposed scheme is \$52,000, and includes the following items: Plunger pumps, etc., \$141,000; water-wheels, \$2,300; cast-iron pipe, \$9,100. Wm. Kennedy, jr., is the consulting engineer.

Prince Albert, Sask.—The city council have decided to submit to the ratepayers a \$110,000 by-law for the construction of a sewage disposal system. Tenders will be invited in time to commence construction work next spring.

Stettler, Alta.—Stettler ratepayers passed the by-law to raise \$20,000 by the issue of municipal debentures, and the work will be proceeded with as soon as the material can be procured, the intention being to have the waterworks plant installed this fall.