

MONCTON.—Three parties, numbering in all forty men, have been engaged since August in surveying the route for the proposed extension of the I.C.R. from Moncton to Truro by way of Parrsboro, and the entire route has now been laid out.

Ontario.

BROCKVILLE.—Application will be made to the Provincial Government for a charter for an electric railway to run from Ottawa to Morrisburg and westward to Brockville. C. S. Cossitt of Brockville to be president of the company and F. Iveson, Metcalfe, secretary. The proposed line, omitting the branch from Morrisburg East, will cover 143 miles, 50 from Ottawa to Morrisburg; 33 from Morrisburg to Brockville, and 60 from Brockville to Darling. The cost, as estimated by James Bell of Arnprior, president of the North Lanark railway, would be \$14,000 per mile or \$2,000,000 for the line. Operation would cost \$1,500 per mile or \$24,500 per year, and the earnings are estimated at \$2,500 per mile or \$357,500 per year.

GUELPH.—The Niagara power scheme, with its cheap electric energy, is opening up a new field for the construction of radial railway lines, and one of the first schemes is a line projected to run from Woodstock to Guelph through New Dundee, Plattsville and other towns, connecting at Galt with the T. H. & B. line. The promoters of the scheme are Messrs. Baird and McKee and other prominent business men of Plattsville, who have placed the project with the Central Securities Company of Toronto.

OTTAWA.—The Board of Control has decided in favor of the Canadian Northern Railway entering Ottawa by way of Hurdman's Bridge and over a common esplanade with the other railways. The C.P.R. wants to enter by a separate way, but the city will oppose that now.

OTTAWA.—Notice is given that the Huron & Ontario Railway Company will apply at the next session of Parliament for legislation extending the time for the commencement and completion of the lines of railway authorized and to increase the bonding powers of the company. This is the company which are reported to have sold \$324,000 worth of bonds. They have a charter covering the following routes:— (a) Port Perry to Kincardine, through Uxbridge and touching at or within half a mile of Mount Albert, Newmarket, Bradford, Beeton, Shelburne, Flesherton, Priceville, Durham and Walkerton. (b) From Priceville, through Meaford, Owen Sound, Southampton, Port Elgin and Tiverton to Kincardine; (c) from Walkerton, through Mildmay, Teeswater and Lucknow to Goderich, touching at Dungannon, with connection between Lucknow and Kincardine through Ripley. T. M. Sanders is engineer in charge of construction and equipment. H. Middlemist, Toronto, consulting engineer.

Manitoba.

BRANDON.—The railways are preparing for heavy expenditures in building next year. The C.P.R. has renewed its appropriation to be spent on the Brandon depot and the yards generally. The work in connection with their depot was to join by a handsome structure, the old portion of the depot with the new part in which are situated the express and despatchers' offices. This building will be a lofty one, and the plans show that the two structures on each side will appear as wings to this the main part of the building.

BRANDON.—The Canadian Northern intend to open up work directly it is possible, upon this new depot and freight sheds. The depot when completed will cost in the neighborhood of \$45,000. The freight sheds are planned to be up to date in every respect as well. They will take in a full block of 500 feet and will occupy a site where the old ones stand at present. Considerable work is also planned in connection with the extension of their yards in the south portion of the city.

British Columbia.

NELSON.—Nelson street cars will be running again early next month. A local syndicate offered Maylor Taylor to operate the line if given free power from the city's power plant at Bonnington Falls. The details will be settled and the new proposition will be voted on at the municipal elections

in January. It is practically certain that the deal will go through.

VANCOUVER.—G.T.P. engineers have secured a good grade north from North Vancouver through the Seymour Creek Valley to Pemberton Meadows. It is probable that this route will be used for a branch to Fort George, in preference to that by way of the rock-bound shores of Howe Sound and the Squamish.

VANCOUVER.—The grading of the new line of the E. and N. Railway from the east coast to the point up to which contracts have been let by the C.P.R. is making satisfactory headway. Where the route traverses comparatively level and open country, the road work is being speedily accomplished. However, there are quite a few places where it is necessary either that rock be excavated or ravines filled. It was affirmed unofficially that it was intended, at an early date, to call for tenders for the grading of the road from French Creek to the western terminus—Alberni.

LIGHT, HEAT, AND POWER.

Quebec.

COATICOOK.—The electric light question is the greatest problem the aldermen of this place have to deal with. It is a question of going on to the meter system or not. It is thought that at the present time there are 1,000 lights being burnt here, for which no remuneration is received, and that some of the controllers do not work well, and if meters were installed, this would be rectified and pay would be received for all lights burnt.

MONTREAL.—The Montreal City Council has decided to accept the offer of the Montreal Light, Heat and Power Company to submit the price to be paid for electric lighting to arbitration, for the period beginning the first of 1909 till May 1st, 1910.

MONTREAL.—The St. Paul Electric Power Company has bought the lighting plant of the town of Emard for \$149,000 from J. L. Marchand. The plant was built only two years ago, and holds a franchise of thirty years for lighting the town.

SHERBROOKE.—The water situation at Sherbrooke, as in nearly all parts of the Eastern Townships, is becoming more serious every day. Lake Memphremagog, from which Sherbrooke gets her supply for light and power purposes, is very low, and despite rains during the past few weeks shows no improvement. The light company are still able to supply the whole city with lights, but of very poor quality. Should the drought continue the power situation will also become serious, as several large industrial concerns are dependent on the Magog River water supply for power.

Ontario.

GALT.—The Cataract Power Company have come before the Town Council with an offer to supply power at ten per cent. less than the figures estimated by the Hydro-Electric Commission. It does not seem probable that more than the ordinary courtesy would be extended to the Cataract Company's proposition. The view expressed by leading citizens is that the men who want to see the Cataract Power Company ensconced in Galt want to see the Hydro-Electric Commission's plans smashed, and that they are playing the game of opponents of publicly owned power plants and transmission lines.

NIAGARA FALLS.—The Ontario Power Company is preparing plans for the construction of a new pipe line to increase its capacity of electrical power by 65,000 horse-power. Work will be commenced early in the spring. The work is made necessary to handle the contract with the Hydro-Electric Commission. The tunnel will be of steel, lined with concrete and be 30 feet in diameter and three-quarters of a mile in length. The work will cost over three-quarters of a million dollars. With the new line the company will be able to develop 180,000 horse-power.