

**HULL.**—By-laws authorizing the borrowing of \$115,000 for civic purposes have been ratified.

#### Ontario.

**AYLMER.**—The proposal to erect a new bridge here at a cost of \$55,000 has been rejected.

**DUNNVILLE.**—The by-law to raise \$7,000 for extension of waterworks was defeated.

**EXETER.**—The by-law granting \$22,000 for waterworks was carried by 122 majority.

**PRESTON.**—Debentures amounting to \$32,000 are offered for sale by H. C. Edgar, treasurer of this municipality.

#### Saskatchewan.

**YORKTON.**—The by-law to raise \$30,000 for waterworks extensions carried, only three voting against it.

#### Alberta.

**TABER.**—The Town Council are asking the ratepayers to support a by-law to raise \$55,000 by 20-year debentures for the purpose of the erection and construction of a stand-pipe, water mains and hydrants.

**CALGARY.**—By-laws are being advertised for the issue of debentures to the extent of \$85,000 for city hall and other purposes.

#### British Columbia.

**CRANBROOK.**—The ratepayers will take over the waterworks system at a cost of \$70,000.

**RICHMOND.**—A by-law will be introduced to raise \$275,000 for waterworks purposes.

### RAILWAYS—STEAM AND ELECTRIC.

#### Quebec.

**MONTREAL.**—The opening of regular passenger service on the new "Shore Line" of the Canadian Northern Quebec Railway between Quebec and Montreal took place last Sunday, when the first through trains ran from each end. The train from Montreal left the Moreau Street station at 11.30, and was made up entirely of new equipment of the most modern type. The line throughout has been laid in a very substantial manner, with 80-pound rails, and every equipment of a modern railway.

**MONTREAL.**—By an agreement with the C.P.R. the Canadian Northern has the use of Place Viger Station, and they will run their trains from there to Quebec. In return they give the C.P.R. running rights over their line into the city, thereby saving a steep grade and eleven miles of haul. The C.N.R. began their new short line service Sunday.

#### Ontario.

**ST. THOMAS.**—The Pere Marquette began the grading on Monday for three tracks to a new coal hoist, which will be erected near the roundhouse. It will be of a different pattern to the former one, and will be of the pocket variety, having four shoots, while the hoist, which was destroyed, possessed but the one.

**TORONTO.**—The Dominion Railway Commission has ordered the construction of a high level bridge over the railway tracks on Queen Street at the Don, and the cost of the work, which will probably exceed two hundred and fifty thousand dollars, is to be borne on the following percentage basis: City of Toronto, 15; Toronto Street Railway, 15; Canadian Pacific Railway, 35; Canadian Northern Railway, 25, and the Grand Trunk, for the old belt line, 10.

#### Manitoba.

**WINNIPEG.**—Extensive additions are planned by the Winnipeg Street Railway Co., including a nine-track barn in the north end. The terminals at that point are used jointly by them and the Winnipeg, Selkirk and Lake Winnipeg line.

**WINNIPEG.**—Dominion Government engineers are at present working on the final location surveys for the Hudson Bay Railway, and it is expected that by January 1st at least 125 miles of the permanent location will have been staked

out. Party No. 1, in charge of R. D. Fry, left for The Pas, August 11th, and will proceed to a point forty miles north before beginning work. Mr. Fry took three men from Winnipeg with him and recruited the balance of his party in the north. It was he who carried the preliminary survey to Nelson Harbor, and made the survey of the north of the river there. The second party will leave about September 1st in charge of W. J. Clifford, who returned on Friday last from Fort Churchill, where he made a careful survey of the harbor facilities. He has turned over his field notes to the draughting-room staff, and the maps and plans are now in course of preparation. His party will work from The Pas to Frog Creek.

#### British Columbia.

**NEW WESTMINSTER.**—The British Columbia Electric Railway Company is preparing to commence the actual laying of steel on the first section of the Chilliwack extension of its line from New Westminster. Monday next will see the work of steel laying commence on the grade of the south side of the Fraser River Bridge. The first section of the Chilliwack line from New Westminster to Abbotsford, a distance of 38 miles, is now graded and ready for the steel. The steel for the first 12 miles, as far as Cloverdale, is at New Westminster. The rails to be laid will weigh 70 pounds to the yard and are about forty feet in length. A new style of track laying machine is being used, which does away with the necessity of handling the rails so much. As each rail weighs about 933 pounds this is an important item. It is estimated that fully sixty working days will be required for the steel to reach Abbotsford, making this well on in November. No wiring will be done on this line until the steel has reached Cloverdale, as all the steel for this part of the line is at New Westminster and will have to be taken out over the completed line. It is pretty certain that the line to Abbotsford will be in operation this year, although it will be late in the autumn before the line is completed.

**PRINCE RUPERT.**—The Grand Trunk Pacific has awarded to Foley, Welch & Stewart a new contract for the second section east of Prince Rupert. It will be 140 miles from Copper River east to Aldermere. This leaves a gap of less than 500 miles, and contracts for this may be let before the end of the year. The new contract is for approximately \$10,000,000. There are several long tunnels, one a half-mile in length. The line will cross the Skeena by a cantilever bridge sixteen miles below Hazelton.

**VANCOUVER.**—Chief Western Engineer Hoagland, of the Great Northern, says that the recent surveys of the V.V. & E line from Princeton to Vancouver through Hope Mountains show a westbound grade of a maximum of one per cent., and an eastbound of two per cent., a considerable reduction on former surveys.

**PRINCE RUPERT.**—The Grand Trunk Pacific has awarded to Foley, Welch & Stewart a new contract for the second section east of Prince Rupert. It will be 140 miles from Copper River east to Aldermere. This leaves a gap of less than 500 miles, and contracts for this may be let before the end of the year. The new contract was for approximately \$10,000,000. There are several long tunnels, one half a mile in length. The line will cross the Skeena River by a cantilever bridge sixteen miles below Hazelton.

**VANCOUVER.**—The location plans of the Howe Sound, Pemberton and Northern Railway, which is now under construction from Squamish Landing to Chee Kee, have been filed to the twenty-mile post. The ultimate destination of the road is Lillooet, on the Fraser.

**VICTORIA.**—The promoters of the Esquimalt and Barkley Sound Railway are losing no time in acquiring the necessary data preparatory to the building of that much-needed line.

#### Foreign.

**CHICAGO, ILL.**—The old Union Station in Chicago will be replaced by a \$25,000,000 structure, according to announcement made recently. The new building will be erected on plans in harmony with the City Beautiful idea.

**GREENSBURG (PA.).**—The Pennsylvania Railroad has asked for bids to be tendered on about \$1,000,000 worth of