

The Smart-Turner Machine Co., Limited, Hamilton, have supplied the Shawinigan Water and Power Co., Limited, with one of their side-suction centrifugal pumps.

LIGHT, HEAT, POWER, ETC.

The contract has been let to Ald. McDonald to put in the electric light and power plant for the town of Ladner in connection with the British Columbia Electric Railway Company.

The Ottawa and Hull Company has made an offer to the Provincial Hydro-Electric Commission to supply power to it for re-sale to the city on terms and conditions in its existing arrangement with civic corporations.

Stratford has decided to request the Hydro-Electric Power Commission to give an estimate of the price to be charged the city for from 2,000 to 5,000 Horse Power from Niagara Falls.

The Ontario Railway and Municipal Board is going to Ottawa to hear the application of the city for approval of its by-law to expend \$50,000 on extensions of the city's electric lighting system.

MARINE NEWS.

It is stated that the work on the Huron-Erie Canal will be commenced shortly. It is proposed to make the canal about 42 miles long, and the cost will be in the neighborhood of \$60,000,000.

Signor Marconi is at present engaged on the invention and perfection of a device for the exact location of ships. By means of this device the location of any ship can be accurately determined in the thickest weather. The apparatus will be first experimented with on the Mersey during the coming winter. Signor Marconi regards this invention as of inestimable value in the navigation of the St. Lawrence River.

The report of the surveyors upon the feasibility and probable cost of the proposed ship canal by the Ottawa Valley route to Georgian Bay will be presented to Parliament next session, when the Cabinet will also make known whether it intends undertaking the enterprise. It has been ascertained that water powers along the route capable of development would supply in the aggregate about 1,250,000 H.P.

The Trent Valley Canal, it is understood, will be rushed to completion as soon as possible. This work has been going on for a number of years, and a good deal of work has been done. Now it is estimated that two years will enable the work to be finished from Georgian Bay to Peterboro' at a cost of a half million; and another year will complete the canal from Georgian Bay through to Trenton on Lake Ontario.

RAILWAY NOTES.

It is understood that the project of the British Columbia Electric Railway Company to build an electric railway from New Westminster, B.C., to Chiliwack has been postponed until next year.

Mr. Collingwood Schreiber, Chief Consulting Engineer to the Canadian Government, states that the Grand Trunk Pacific Railway, when completed, will be the cheapest trans-continental line in existence.

Plans and specifications are ready for the new union passenger station to be built by the Midland and Manitoba (Great Northern) and the Grand Trunk Pacific Railroads at Portage la Prairie, Man. Mayor E. Brown can give information.

H. A. Drury, of the Railway Commission staff, has been appointed engineer for Western Canada, with headquarters at Winnipeg. He will have charge of railway matters coming before the Commission for the West, and will also investigate any railway accidents.

The Grand Trunk Railway is understood to have acquired the charter of the Kingston, Smith's Falls and Ottawa Railway, with the object of establishing a more direct line between Ottawa and Toronto.

Over 2,000 men are now employed on the Grand Trunk Pacific section under construction from Quebec to La Tuque. As soon as the harvest season is over the contractors expect to obtain the services of 1,000 more men.

The Canadian Pacific, it is reported, has awarded to Deeks & Deeks, of St. Paul, Minn., the contract for the construction of about 100 miles of road from Peterboro', Ont., to Penetang; contract price reported to be \$3,000,000.

Work on the Mackenzie & Mann Railway from Nepigon to Lake Nepigon is to be commenced at once. The contract for the road has been let to the Central Contracting Company, and one of the conditions of the contract is that the railway shall be completed within a year.

The Winnipeg Electric Street Railway is about to erect new car shops in Fort Rouge, near Portage Junction. The present shops of the company are said to be inadequate for the requirements, and it is the intention of the company so to equip the plant at Fort Rouge that it will be possible to build car bodies.

The twenty-fifth annual report of the Canadian Pacific shows gross earnings of \$61,669,758, with working expenses of \$38,696,445, leaving net earnings of \$22,973,312. Working expenses for the year amounted to 62.75 per cent. of the gross earnings, and net earnings of 37.25 per cent., as compared with 69.35 and 30.65 per cent., respectively, in 1905.

General Manager Hays, of the Grand Trunk Railway, says that in a year or two it will be necessary for the company to construct another tunnel under the St. Clair River on the south side of the present one. The approaches were built with this in view, and with the introduction of electricity the Grand Trunk expects that a single tunnel will not accommodate the traffic.

It is stated that the Canadian Northern Railway and the Grand Trunk Pacific have made arrangements for the construction of a line to Hudson Bay. The starting point of the new line is in Saskatchewan, Regina being spoken of as its Western terminus. This has not been positively decided as yet, however. It is understood that the C.N.R. and the G.T.P. have got together, owing to the fact that Jas. J. Hill has his eye on the Hudson Bay outlet.

Five of the largest and most attractive street cars ever made in Canada have just been built in Ottawa for the Windsor, Essex and Lake Shore Rapid Railway Company. The cars are 55 feet long. The motive equipment will also be an innovation in street car construction in Canada. The cars will run on single-phase alternating current. The cars are built on the Pullman style, and have observation ends and all other modern conveniences. The line on which they will operate is not yet complete.

It is reported that the Canadian Pacific Company has decided to await the outcome of experiments by the New York Central and New York, New Haven and Hartford Railway Companies before taking steps for the electrification of any part of its system. Both the latter railways are spending enormous sums upon experiments, the former with a direct and the latter with a single-phase alternating current. The line from Montreal to Quebec will in all probability witness the first installation. All the electric power necessary can be obtained from the Shawinigan Falls.

The plans of the Detroit River Tunnel Co. have been approved by the Canadian Railway Commission. The project, which is to cost between seven and ten millions of dollars, provides for the construction of two parallel tubes of iron to rest 65 feet below the surface of the water on beds of concrete and to be flanked by concrete walls. These will give double tracks to enable the Michigan Central and Canada Southern trains to cross beneath the Detroit River. The plans are said to be the most detailed and finished ever seen in Canada, and were prepared by W. J. Wilges, chief engineer of the New York Central; W. J. Keenean, chief engineer of the Michigan Central, and H. A. Casson. The work will be commenced right away.