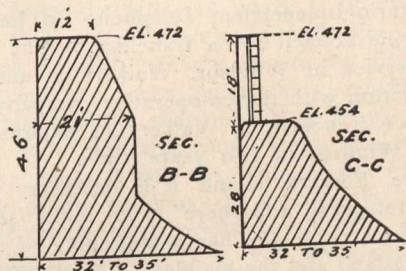


have been little continuity of policy in the town council in dealing with the question, each councillor having his own plans, and most of them pulling at cross purposes. Three or four civil engineers were consulted, after the failure of the dam, and in the end the advice of none of them has been carried out. The construction of a tunnel through the rock at the gorge appeared to be favored as giving the surest ultimate results, but the first cost was a stumbling block to this plan. The council appears to have exercised little or no supervision while the work was being carried out, yet it spent \$2,000 on preliminary work for a dam proposed by a local man which a few weeks after was rejected for another plan.



Sections of Dam.

The matter has been settled for the present by a contract signed on the 17th August, between the Mayor and clerk, on behalf of the town, and Joseph Battle, of Thorold, Ont., who has agreed to construct a wooden dam for \$28,000 and have it ready by October 15th, 1904. Mr. Battle furnishes bonds of \$10,000, good for two years, as a guarantee of the work. A penalty of \$25 a day is to be paid if the work is not finished at the specified time.

Meantime, Peter Ryan, of Toronto, is trying to make a settlement of the Patriarche-Ryan suit against the town. It is hoped to clear up the whole business without another appeal to the courts.

RAILWAY NOTES.

The C.P.R. is re-tracking the main line from Toronto to London.

The Ottawa Car Co. is building five cars for New Glasgow, N.S.

The C.P.R. may buy the Berlin, Waterloo, Wellesley and Lake Huron Railway.

November 15th is the date set by Grand Trunk officials for the inauguration of the main line service through Brantford.

The Grand Trunk is building a freight shed, 30 by 150 feet, in Waterloo, and is adding seven sidings to the yard there.

The London Street Railway Co.'s car barns were destroyed by fire early in August. The loss is estimated approximately at \$25,000.

The C.P.R. is establishing divisional statistical offices to compile weekly reports instead of the present monthly record made at Montreal. Toronto and Montreal are the first two such offices.

The Privy Council has reversed the decision of the Court of Appeal, in the case of Toronto Railway Co. vs. Toronto. It is held that cars are personal property and unassessable.

The Grand Trunk is about to put up a \$60,000 roundhouse, in London, Ont. It will have 42 stalls and a turntable. Yarding facilities at London will probably be increased.

Traffic Manager Tiffin, of the Intercolonial, says a much better service will be put on the Canada-Eastern when it comes under Government control. The shops at Gibson will be retained.

A loaded freight train on the Quebec and Lake St. John Railway ran away, and was wrecked at Hedleyville, near Quebec. The loss to the company is estimated at \$40,000. No lives were lost.

A contract has been entered into between the Railway Department and Rhodes, Curry & Co., of Amherst, N.S., for the building of a new private railway car for the use of the Governor-General.

The Quebec and Lake St. John Railway directors are calling for tenders for the construction of thirty-eight miles of railway to connect the main line from Quebec with the St. Maurice line at La Tuque.

The first of the ten passenger locomotives which the Grand Trunk ordered from the Locomotive and Machine Company, of Montreal, Ltd., has been turned out. The locomotives are of the large ten-wheeled type.

The Intercolonial Railway has decided to build a new station at Sydney. It will be of stone and brick, and is to cost \$70,000. Tenders have been called for and the station is to be completed early next summer.

The Quebec Electric Company, in the course of a few days, will start work on the installation of its plant at St. Anne and Seven Falls. It is the intention to operate an electric railway from Ste. Anne de Beaupre to Murray Bay.

The contract for carrying the British-Australian mails, which has been held by the C.P.R., has passed to the New York Central, Lake Shore, Northwestern, and Union Pacific. Recent Lake Shore improvements in roadbed and equipment effect a saving of time, and are credited with helping to obtain the contract.

A new railway is to be built from Rouse's Point, N.Y., to St. Constant, P.Q., where it will connect with both Grand Trunk and Canadian Pacific, considerably shortening the distance from Montreal to Rouse's Point. The line will be constructed by a private company. G. D. Dunne, of Ottawa, is preparing plans.

The Caraque, N.B., Railway has been bought by Messrs. Peter Ryan and T. P. Coffee, of Toronto. It consists of eighty miles of track, running from Bathurst to Tracadie Mills, through a good, farming, fishing and lumbering country. The road was built about twenty years ago, and heretofore has been owned by the English bondholders.

The Grand Trunk Railway will shortly erect a series of new shops, at Stratford, at a cost of \$170,000. At this point eight hundred men are at present employed by the company, and it is expected that by the end of the year that number will be increased to one thousand. The buildings are to be erected and the machinery installed by December 15th.

S. T. Callaway has been appointed manager of the Locomotive and Machine Company, of Montreal, Limited, succeeding Roger Miller. Mr. Callaway, is a son of the late S. R. Callaway, president of the company. George Gurry, a practical locomotive builder of large experience, is superintendent of the works at Longue Pointe. The company is spending a large sum of money in equipping the plant for turning out a large number of locomotives, and in providing homes for the skilled workmen.

F. S. Darling, the Canadian Pacific Railway engineer in charge of construction work east of Winnipeg, makes the following statement regarding the proposed Toronto-Sudbury branch: The line will cost \$8,000,000, and of this amount \$2,000,000 will be required for the 58 miles from Romford to Byng Inlet. The grade of the centre route shall in no place be more than three-tenths of 1 per cent. There will not be any curve higher than 4 per cent. This will make it equal to any section on any line in Canada. A large number of men are now at work on the portion of the line between Romford and Byng Inlet, where the rocky nature of the country makes it cost over \$35,000 a mile. In addition, a large number of bridges will have to be constructed, the one at the French river alone to cost \$300,000. Regarding a port on the Georgian Bay, the best location for one would be at Byng Inlet, for, though it is situated four miles from the bay, there is a straight channel. As soon as the first portion of the line is completed, the contracts for the second portion will be awarded. Though the northern portion of the territory is a wilderness, it contains splendid lumber, while the remainder is through very fertile country.