

railway shops at St. Boniface has been awarded to the Western Construction company of Winnipeg, the lowest tenderers. The contract price is 34½ cents per yard.

WINNIPEG.—The Board of Control have accepted the tenders of the Western Coal Company, for screenings at \$7.25 a ton.

British Columbia

VICTORIA.—Mr. H. W. Kent of the British Welding company and the Jens Orten-Boving Company of London, has been awarded the contract for 55,000 feet of 30-inch welded steel pipe for the Esquimalt Waterworks company. The pipe is to be laid from the company's plant at Goldstream to the city limits at Victoria. These old country firms are famous manufacturers and the pipe which is to be supplied to the Esquimalt Waterworks company is manufactured at Motherwell, Scotland. The first consignment will be sent on the Holt steamship line and is to arrive next March.

VICTORIA.—Luny Brothers have been given a contract for the erection of a branch of the Royal Bank on Government Street here. Their price, about \$50,000, includes a British Columbia granite front and considerable reinforced concrete work.

RAILWAYS—STEAM AND ELECTRIC.

Nova Scotia.

SYDNEY.—The Cape Breton Electric Company have been asked by the city council to make numerous extensions.

New Brunswick

ST. JOHN.—It is expected that the International Railway will be completed this fall. Eight miles of the line are yet under construction.

ST. JOHN.—Mr. C. O. Foss, chief engineer of District A of the Transcontinental, has returned to St. John, from a trip of inspection over the construction work in Victoria County. Mr. Foss examined the Salmon River viaduct, which he says is the largest piece of bridge work on the Transcontinental, and probably the largest of the kind in Canada. The viaduct is built of steel trestle work, with the uprights sunk in concrete pedestals, and crossed by heavy steel girders at the top. In all, the viaduct will be 4,800 feet in length and its completion requires the exercise of very careful engineering skill. The substructure is nearly finished, and work has begun on the superstructure.

Quebec.

MONTREAL.—Mr. M. J. O'Brien has accepted the presidency of the Matane and Gaspé Railway. The line begins at St. Flavie Station and runs down the shore of the St. Lawrence to Matane, about forty miles. The work of construction is to be rushed, and it is expected that trains will be running over the line by next August.

Ontario.

BARRIE.—Mr. John W. Moyes, of Toronto, has roughly outlined a proposition by which Barrie would have a street railway. He proposed to connect the C.P.R. and C.N.R. at Atherley with the C.P.R. at the thirteenth concession of Essa by an electric line.

BRANTFORD.—The street railway company are asking permission of the council to extend their system. They propose to lay a second track on Brant Avenue.

COBOURG.—The Canadian Northern Railway are rushing the survey of their new line in this vicinity. One party in charge of Mr. Con. O'Gorman, with headquarters at Cobourg, is making a survey from Cobourg east. Another party, with Mr. Armstrong in charge, is surveying between Cobourg and Port Hope.

OTTAWA.—Tenders closed on Thursday with Mr. M. J. Butler, chairman of the Government Railways Managing Board, for construction of a six stall addition to the engine house at Rivière du Loup, Que.

PORT ARTHUR.—Work commenced on Monday on the Arthur Street extension of the street railway, the first of a series of branch lines to serve part of the city not reached by the main line.

STURGEON POINT.—Mr. S. Anderson, who is now operating 40 miles of electric railway is said to be looking into the possibility of a street railway system from Fenelon Falls to Bobcaygeon, passing through Sturgeon Point.

WELLAND.—Mr. B. Corey has applied for a franchise to operate an electric railway on the streets of Welland. It is expected to run from Port Colborne to Niagara Falls. The N., St. C. & T. Railway will at once start extending the line from Welland to Port Colborne, and it is expected to be in running operation this fall. The survey has been completed and a lot of the material ordered.

WINDSOR.—The last section of the subaqueous tunnel connecting Windsor and Detroit was laid on Tuesday morning, September 14th, and it is expected that trains will be running through by the first of the year.

Manitoba.

BRANDON.—Sir Thomas Shaughnessy is reported to have said that the double-tracking of the C.P.R. between here and Portage la Prairie would be undertaken in the near future.

WINNIPEG.—Steel laying on the Superior Junction to Winnipeg Section of the G.T.P. is practically completed.

WINNIPEG.—On Wednesday, the 22nd, Mr. Frank Lee, Division Engineer of the C.P.R., received tenders for some grading work near Schwitzer, Man.

Saskatchewan.

SASKATOON.—Laying steel on the line of the Canadian Pacific between Saskatoon and Wetaskiwin will be completed next month. Several hundred men have been sent by the Canadian Pacific from Montreal during the past few weeks to assist in this work. Two steel gangs have been working up to the present, but the work is now centred on the west end. Three weeks will complete the laying of steel, after which as much ballasting as possible will be done before the freeze up. This line will constitute the main line of the Canadian Pacific between Winnipeg and Edmonton, and much traffic which now goes by way of Calgary will be delivered to it as soon as it is completed. Trains will be operated over the line this fall.

Alberta.

EDMONTON.—The G.T.P. track between Edmonton and Pembina River will be opened for general traffic within two months. The big tracklaying machines on G.T.P. construction west of Edmonton have been removed to Melville, where they are now being used on the branch line north from Melville to Yorkton and the branch south from Melville to Balcarres on the Regina extension. It is expected that both branches will be ready to handle grain within two weeks.

British Columbia.

VANCOUVER.—Tenders have been called for the construction of five sub-stations along the line of the British Columbia Electric Railway Company from New Westminster to Chilliwack. The buildings are to be of concrete, and in general similar to those now in operation on the lines of the New Westminster and Lulu Island interurban extensions. They will be used for the distribution of light and power to the surrounding districts as well as in connection with the operation of the tram system.

VANCOUVER.—The Great Northern Railway Company are buying property on the waterfront here. They already have ninety thousand dollars' worth, and if they purchase the entire property at the same price per foot—four hundred dollars—it will require an outlay of nearly a million and a half.

VANCOUVER.—The Eburne branch of the British Columbia Electric Railway which provides a new route between New Westminster and Vancouver, and opens up undeveloped territory along the north arm of the Fraser River, was opened last week.

VANCOUVER.—Officials of the G.T.P. are having trouble with the Indians at Kitsumkalum. The railway company want to build their line through an Indian grave-yard and the Siwashes refuse to accept their terms of compensation. The Dominion Government is inclined to think the