

CONSTRUCTION NEWS SECTION

Readers will confer a great favor by sending in news items from time to time. We are particularly eager to get notes regarding engineering work in hand and projected, contracts awarded, changes in staffs, etc. Printed forms for the purpose will be furnished upon application.

RAILWAYS—STEAM AND ELECTRIC.

Quebec.

HULL.—The City Council of Hull recently received the reply of the C.P.R., which owns the Hull Electric Railway, to the proposition for the double-tracking of the line and the construction of a belt line around the city. All the city stipulations were agreed to save one calling for the payment by the company of \$7,500 to assist in lowering street drains.

Ontario.

BRANTFORD.—This week witnessed the informal opening of the Brantford and Hamilton Electric Railway Company's system between Brantford and Hamilton. The event marks another link in the electric binding together of Brantford and other important centres.

MUSKOKA.—Muskoka is the new C.P.R. division point on their Toronto-Sudbury line, and with the opening of this new line it will become an important centre. The round house is a concrete structure consisting of eight stalls, which may be increased to twenty-two, fitted up with modern machine shop and central lighting and heating plant. The yards are laid with 72 and 80-pound steel and contain some six miles of track. Oil house, sand house, coal chute, and station are now built and contracts are let for a number of dwellings to be used by railway men.

NORTH BAY.—Arthur Cotton, one of the Government engineers in charge of the Grand Trunk Pacific Railway construction, who has made his headquarters in North Bay for a considerable time, is leaving for Hudson Bay with a large staff of engineers and Indian guides, going by way of T. & N. O. Railway and Abitibi Lake and River, to survey a line from the great inland sea to a junction point with the Grand Trunk Pacific, in pursuance of Sir Wilfrid Laurier's dream of a far northern seaport. Mr. Cotton will be gone about eight months.

PORT ARTHUR.—The Electric Railway and Light Commissioners were recently authorized to immediately proceed with the double-tracking of the electric railway on the portion lying between Current River Park and the southern boundary of the city.

PARRY SOUND.—Both C.P.R. and C.N.R. have now all the steel laid on their lines connecting Toronto and Sudbury. The bridges are completed, but on both lines much train filling remains to be done. Early in June the C.N.R. will be able to run trains through to Sudbury, but the amount of train fill yet required between Parry Sound and Byng Inlet will doubtless delay the running of passenger trains for some time yet. From Parry Sound to Toronto the C.P.R. have a firm roadbed with easy alignment and light grades, and when they open for traffic will doubtless cut down the running time to Toronto by a couple of hours.

TORONTO.—Mr. A. P. Walker, assistant division engineer of the C.P.R., has been making borings at York, Bay, Yonge, and the other principal crossings over the railway tracks on the Esplanade, for the purpose of testing the nature of the soil at these places in connection with the viaduct scheme. A number of these borings have been made, and the soil found to vary quite considerably. At Berkeley Street a wet, loose sand was struck. It took 18 hours to go 28 feet down. At Yonge Street, on the north side of the tracks, a heavy clay is found, while below the tracks it is quite sandy again. Rock is found at from 18 to 28 feet in depth.

Manitoba.

PORTAGE LA PRAIRIE.—This city has decided to make application to the Railway Commission to compel the

G.T., C.P., C.N., and Midland Railways to erect an overhead bridge or subway. The present level crossings are extremely dangerous from a public standpoint. The request will urge for an overhead bridge on Campbell Street.

VIRDEN.—A Canadian Pacific Engineering outfit has arrived here to locate the new line to McAuley, and has camped six miles north-west of town. The Canadian Northern Railway party is also surveying a road in the same direction.

SEWERAGE AND WATERWORKS.

Quebec.

MONTREAL.—Supplementary credits were voted recently by the Finance Committee for public works. Among the recommendations was the laying of a new 12-inch water pipe along St. Catherine Street from Peel to Bleury and from Bleury to Sherbrooke, the purpose of which is to give better fire protection. It is proposed to have the new water main connected with the high level reservoir, which will give a heavy pressure that is badly needed in this locality. The amount voted was \$17,000. The sum of \$32,000 was voted for new water service main, as required in different parts of the city, and for the laying of 8-inch water pipes in about a dozen streets. Among the other sums voted for the water department was \$2,200 for the installation of an electric light service in the waterworks building at Point St. Charles.

Ontario.

LONDON.—The new water scheme for London, Ont., embodying the Maury filtration scheme with the addition of Springs of Kilworth, calling for a total expenditure of \$560,000, was ordered to be prepared in the form of a by-law and submitted to the ratepayers as soon as possible, by an unanimous vote of the city council.

ST. THOMAS.—City Engineer Bell, of St. Thomas, has reported that septic tanks and filter beds for the sewage of that city would cost \$30,500.

TORONTO.—City Engineers Fellowes reports that about 1,000 more feet of the water tunnel under the Bay remains to be constructed. Over 4,000 feet is completed.

TORONTO.—The City Council decided unanimously yesterday to submit to the ratepayers on June 27 two by-laws, one for the raising of \$2,400,000 for a trunk sewer and sewage disposal plant, and the other for raising \$750,000 for a water filtration plant.

WELLAND.—The town council have decided to spend \$50,000 on sewers. The work of furnishing accommodation for the Garner survey will be proceeded with at once, and also the factory district over the G.T.R. tracks. The North ward will also be served and 7,300 feet of pipe will be laid in the North ward alone.

British Columbia.

PRINCE RUPERT.—In November the Grand Trunk Pacific installed a water system here, bringing the supply from a dam on Hays' Creek on the mountain side, a mile and a half distant and 300 feet above the town. The supply is quite sufficient to meet the requirements of the town at present, but when the place has a population of 5,000 it will be totally inadequate. The Upper and Lower Shawatlans Lakes, two of the finest fresh-water lakes on the coast, five miles distant from the town, will be the natural source of supply, but now it appears that records of 3,000 miners' inches of water from the Upper and 5,000 miners' inches from the Lower Shawatlans Lake were granted to a