

**Kokomo, Ind.**—The Globe Stove and Range Co. have largely increased their plant and installed a Newton Cupola of 14 tons hourly capacity, and an outfit of ladles and trucks for industrial railway, all furnished by the Northern Engineering Works, of Detroit.

## RAILWAYS—STEAM AND ELECTRIC.

**Montreal, Que.**—The Grand Trunk Railway System has just placed an order for new rolling stock, consisting of 1,000 steel underframe 60,000 lbs. capacity box cars, and 500 steel underframe 60,000 lbs. capacity automobile cars. These are for use on the line of the Western Division of the System, and orders were placed with the Western Steel Car & Foundry Company, and the American Car & Foundry Company respectively.

**Guelph Ont.**—On May 18th, tenders closed with A. L. Hertzberg, division engineer of the C.P.R. at Toronto for the construction of a station at Guelph.

**Guelph, Ont.**—The work of raising the G.T.R. tracks and of installing two subways has commenced. The erection of the new station will commence shortly.

**Ottawa, Ont.**—The National Transcontinental Railway Commission reports that active construction work has now been started on the only gap in the line—the section between Nepigon and Abitibi. The delay has been due to the preliminary arrangements of the contractors for getting supplies and material to the starting point. Construction is now being pushed along the whole line from Moncton west to Superior Junction, and the commission expects the road will be ready for operation between Winnipeg and Moncton for the wheat-carrying season of 1912. The completed portion of the line from Winnipeg to Superior Junction will be in active operation as soon as the wheat begins to move next September.

**Peterboro', Ont.**—James Osborne, general superintendent of the C.P.R. addressed the city council at a recent meeting on the question of the Victoria Harbor air line. A special committee was appointed to consult with the railroad company's officials and report back.

**Toronto, Ont.**—The Locomotive Works of Kingston, Ont., secured a large order in the contract awarded by the Temiskaming & Northern Ontario Railway last Friday under tender for the supplies required to perfect the rolling stock equipment of the railway. The equipment includes four large Pacific engines, at a cost of \$90,000; twelve cinder cars, to cost \$15,000, and fifty box cars, with steel frames, to cost \$55,000. The entire contract amounts to \$160,000.

**Toronto, Ont.**—Contracts for the construction of 18 miles, between Coldwater and Atherley Junction, of the Georgian Bay Seaboard Line have been awarded to the Toronto Construction Company. The price is about half a million dollars. Grading begins immediately.

**Toronto Ont.**—The representatives of Toronto who recently visited the leading cities of the United States in connection with the tube railway question will recommend the engagement of Messrs. Jacobs, Davies & Forgie, a New York engineering firm, to advise the city on the subway problem. Mr. James Forgie will shortly visit Toronto in connection with the preparation of a preliminary report.

**Trenton, Ont.**—Canadian Northern surveyors have surveyed a new route from Trenton to Belleville, running through Sidney township, farther back from the waterfront.

**Regina, Sask.**—By a referendum vote of 416 to 26, the ratepayers gave a mandate to the city council to immediately proceed with the construction of a street railway to be operated by the municipality. Council will at once take steps looking to the installation of a street railway, a portion of which, if the necessary materials and equipment can be procured, it is hoped to have in operation this fall. It is estimated that the city will be operating seven miles of railway early next summer.

**Saskatoon, Sask.**—City council is considering the question of a street railway for Saskatoon.

**Vancouver, B.C.**—Contracts for part of the construction work on the new Burnaby line have been awarded, and operations are to begin immediately. M. P. Cotton received the contract from the British Columbia Electric Railway Company for clearing and grading the line and constructing the roadbed, ready for ballasting and tracklaying. He is to have this work finished within three months' time. Tenders

for tracklaying have been received, and the award will be announced within a few days. The approximate distance of the new line from Burnaby to Vancouver is seven and one-half miles, and the expenditure involved will be a little over \$150,000.

**Vancouver, B.C.**—The Esquimalt and Nanaimo Railway Co. will this week despatch a survey party to Oyster River, on the east coast of Vancouver Island and the north of Comox Harbor, to run a location line from that point to Campbell River. The distance between Oyster River and Campbell River by the route to be followed is approximately twelve miles. An exploratory survey was made some time ago, and the line will now be actually located. The charter of the railway provides for its ultimate extension to the northern end of Vancouver Island, and it is probable that the location of the line to some point on Quatsino Sound will be undertaken in the near future.

## LIGHT, HEAT AND POWER.

**Toronto, Ont.**—The Hydro-Electric Commission's engineering staff is rushing construction work on power lines. The towers for the transmission line between Dundas and Guelph are ready for the cables, and the work of stringing these will begin this week. Most of the towers between Guelph and Berlin and Dundas and Woodstock are in place, and footing gangs are at work preparing bases for towers for the line between Woodstock and St. Thomas.

**Vancouver, B.C.**—Piping, lighting and pumping plants and a boiler have been shipped to Stewart by the Stewart-Portland Canal Light, Water and Power Company. They will serve temporarily the wants of the little town pending the installation of a Hydro-Electric plant next year on the Marmot River, where a large water right has been secured. At Stewart, owing to the presence of glacial mud and other impurities in the creeks, a water supply will be secured by sinking wells, from which the water will be pumped to a reservoir. G. K. Williams, consulting engineer, went north with the plant and will direct the installation work. The reservoir will have a capacity of 30,000 gallons. The directors are Messrs. R. M. Stewart, John Stewart, Harry Howson, William Piggott, Victoria; William Noble, George K. Williams and S. Garnham, of Vancouver.

## SEWERS, SEWAGE AND WATERWORKS.

**Montreal, Que.**—The assets of the Montreal Water and Power Co., which expects to be bought by the city, have been estimated at \$4,500,000.

**London, Ont.**—The electrification of the pumping station is a problem the new city engineer will be called upon to solve at an early date.

**Dauphin, Man.**—Messrs. Chipman & Power, of Toronto, have been engaged by this municipality to design and superintend with the proposed waterworks and sewerage system.

**Vancouver, B.C.**—Board of Works committee are anxious to have the preparation of plans for a comprehensive sewerage system delayed as little as possible. They are being prepared by W. A. Clement, City Engineer.

## BY-LAWS AND FINANCE.

**Peterboro', Ont.**—Ratepayers will shortly vote on a \$30,000 sewerage and drainage system by-law.

**Welland, Ont.**—As announced previously, the ratepayers of Welland will vote on a street railway by-law. The date has been set as June 30th. A \$13,000 sewer by-law and a \$5,000 fire alarm system by-law will also be voted upon.

**Calgary, Alta.**—Ratepayers carried a \$70,000 electric light plant extension by-law and defeated a \$93,000 park improvement proposal.

**Edmonton, Alta.**—Proposal to grant \$175,000 to the new hospital fund has passed council.

**Medicine Hat, Alta.**—Ratepayers have carried seven money by-laws, including \$20,000 for roads machinery, \$30,000 for cement walks, \$5,500 for wooden walks, \$35,000 for sewers and \$10,000 for agricultural buildings.