

with the city for the supply of gas at the city boundary. It will either construct a pipe line from Bow Island to the city limits and supply gas at 10 cents per 1,000 cubic feet, or sell gas at Bow Island at  $2\frac{1}{2}$  cents per 1,000 cubic feet, the city to construct the pipe line. The city is asked, however, to contract for a minimum amount of gas, not as yet determined; and, if this amount is exceeded, the city is to be free to continue taking its supply from the company, or if dissatisfied with the service or price, from some other company. The company has already sunk one well which is capable of producing 10,000,000 cubic feet of gas per day, and is anxious to secure a market without delay.

**Porcupine, Ont.**—A twenty stamp addition to the Hollinger mill has been completed, and will be running in a few weeks. Then the foundations will be laid for the twenty stamps which are to be reserved for the ore from the Acme gold mine, the private property of the syndicate. There is already enough ore on the Acme blocked out to keep them going for some time. Basing calculations upon the stamp duty of the present Hollinger mill, the combined plant will then have a capacity of over a thousand tons a day. It is not expected that the whole of the eighty stamps will be in operation until next February. The main vein of the Hollinger has been cut at the 675 feet level. It is about twelve feet wide, and appears to carry much the usual grade of ore. No. 41 vein has also been picked up on the 200-foot level, and this discovery will add considerably to the probable ore reserves of the mine. Another shaft is being sunk to open up the Hollinger property from the south.

**Edmonton, Alta.**—An inspection of the Alberta and Great Waterways Railway, now under construction from Edmonton to Fort McMurray, was made recently as far north as Lac La Biche by W. R. Smith, chief engineer of the line, who reports that the first 14 miles of grading is completed. Track is now completed to mile 14, at which point ballasting of the completed portion will be commenced and proceeded with with all possible despatch. Beyond mile 14, despite the handicap of an exceptionally wet season, work is progressing favorably. The completed portions of grade aggregate well over 50 miles. It is thought that the grade will reach the lake by the fall; and the intention is to rush track-laying to mile 26, where the Redwater River crossing will delay operations for a few days, while a bridge is being driven across the stream. When the bridge is completed the track-laying machine will follow the grade northward as it is made ready for the steel.

**Ottawa, Ont.**—A project of the United States Government to construct a waterway to connect Montreal and New York, has recently been discussed at Ottawa, the representatives from the United States in connection with the scheme being Colonel W. M. Black, of the United States army engineering corps, New York, and Lieutenant-Colonel Harry Taylor, assistant chief engineer at Washington. It is planned that the waterway will be 12 feet deep, and will go by way of the Richelieu. The present water communication is not deep enough to be very practicable. The plan was first proposed some few years ago in Canada; but after a government investigation of its possibilities, nothing was done. The scheme involves the building of a movable dam near St. John, so as to increase the level of the Richelieu River where it leaves Lake Champlain, and thus overcome the rapids around which the Chambly Canal now provides a route. A short canal to La Prairie instead of by way of Sorel is also mooted.

**Montreal, Que.**—Messrs. Warren and Wetmore have completed plans for the temporary passenger station which is to be erected at Montreal by the C.N.R. The structure will be a modern one of steel and concrete 150 feet front by 100 feet depth, and will have two storeys above and one below street level. From the front street, there will be seven doors

leading into a vestibule 21 feet wide and 100 feet long and thence into the passenger waiting room, 60 by 100 feet and 30 feet high. This will be flanked by all the various rooms and offices customary at railroad stations. Immediately below the vestibule is the concourse with easy ramps leading to the platforms. There will be 3 double platforms and 6 tracks; and it is understood that these tracks will be permanent and will form a part of the future track system of the C.N.R. permanent terminals in this city. The baggage will be handled in a separate portion of the building in the rear approached by special driveways; and from the platforms it will be handled by lifts.

**Vancouver, B.C.**—Work has commenced on the wharves and slipways which constitute part of the drydock construction being undertaken by the Dominion Shipbuilding Company at Vancouver. The amount to be expended on the enterprise will be \$2,500,000; and it will be a couple of years before the plant is prepared to handle ships. According to the plans of the company a big floating drydock, capable of lifting big vessels, will be built; and shops equipped to carry out the largest kind of repair jobs will be erected. The work of dredging, filling and laying out of the foundations of the buildings is being done by the British Columbia Granitoid and Contracting Co., Limited, of Seattle. The first two buildings to be erected will be the machine shop and boiler shop; and the plant of the Mainland Ironworks, of Vancouver, which has been absorbed by the new undertaking, will be moved at once to the north shore site in order that the new company will be able to proceed with this branch of the work. Lynn Creek will be dredged over an area 2,900 feet long, 100 feet wide and 25 feet deep; and all the sand and gravel taken from these dredging operations will be conveyed by suction and placed over the entire site.

**Montreal, Que.**—The chief features of a scheme of tunnel and terminal construction which has been devised by Napoleon Hebert, a controller of Montreal, are:—(1) a union station on the site of the present Place Viger station to accommodate passenger traffic of the Canadian Pacific, Canadian Northern, and Grand Trunk and the various lines, including the Intercolonial, that have running rights; (2) the purchase of the Bonaventure station site and the present rights-of-way as far as St. Henry, the demolition of the structures, and the removal of the tracks; (3) a provision for more freight terminal space in compensation for the expropriation of the Grand Trunk Bonaventure station, probably in St. Gabriel ward; (4) a line to provide connection with the proposed union station, opening from St. Henry, and proceeding by elevated tracks along the river-front streets; (5) the removal from the river-front of the Canadian Pacific tracks and the establishment of a new entrance to Place Viger by constructing a tunnel or subway from Mile End; (6) the removal of Moreau Street station of the Canadian Northern and the construction of a tunnel to give a new entrance to the proposed union station; (7) a provision of space in the tunnel for the Tramways Company, running northwards from Place Viger to Mile End.

**Moncton, N.B.**—The city council of Moncton has adopted a proposition which will be submitted to Mr. F. P. Gutelius, General Manager of Government Railways, for ratification; and, pending the agreement being satisfactory to him, a plebiscite vote will be taken on the proposition at as early a date as possible. The proposition deals with the question which has been discussed at different meetings of the city council and representatives of the I.C.R.—i.e., the elimination of level crossings in the city of Moncton; and provides for, first, the elimination of all grade crossings, save one, between Main and Union Streets; secondly, a permanent overhead bridge, 70 feet wide, at Union Street; thirdly, an overhead bridge at St. George Street, and one at Victoria Street; fourthly, a sub-