

pancy not later than August 1st, 1906. Messrs. Finley & Spence, Montreal, are the architects.

The Hart Corundum Wheel Company and the Canadian Corundum Company of Hamilton, have amalgamated under the name of the Canadian Hart Corundum Wheel Company, with a capital stock of \$75,000. The applicants for the charter were the following: Charles D. Warren, Toronto; C. S. Wilcox, George F. Webb, Harley E. Sherk, directors, and Andrew S. Devine and F. H. Whitton.

Three large orders have recently been received by the Westinghouse Machine Company, of East Pittsburgh, Pa., for their Roney mechanical stoker. One order from the Jones & Laughlin Steel Company, of Pittsburgh, Pa., calls for sixteen 114 in. x 24 in. grate stokers, one from the Lehigh Valley Traction Company, of Philadelphia, Pa., calls for eight 130 in. x 20 in. grate stokers, and another from the Pressed Steel Car Company, of Pittsburgh, Pa., covers six 100 in. x 20 in. grate mechanical stokers. These stokers are of the inclined rocking grate type, with removable fuel plates, and are provided with the necessary actuating mechanism for automatically controlling the motion of the grate bars and the supply of fuel. They will be capable of burning low-grade bituminous coal efficiently, and without smoke.

RAILWAY NOTES.

The C.P.R. will begin immediately to construct a line of railway into the town of McLeod, Alta.

The St. John Street Railway Company are installing a new 600 k.w. generator to be used for lighting purposes.

Engineers of the Grand Trunk Pacific Railway are preparing plans for necessary dredging at Fort William, Ont.

Mr. A. J. Rossar has been appointed to take charge of the construction work of the C. N. R. west of Edmonton.

The old car shops of the Canadian Pacific Railway Co. at Winnipeg, Man., was destroyed by fire. Loss about \$30,000.

The C.P.R. are installing an electric light plant at Brandon, Man., which is expected to be completed early this month.

The C.P.R. are installing a Parsons steam turbine and another 500 k.w. Westinghouse generator in their power house at Fort William, Ont.

The Esquimalt Marine Railway Co., Victoria, B.C., have been awarded a contract for building and maintaining a wrecking plant for that Province.

The Canadian White Co. has been awarded a contract for the new car sheds of the Montreal Street Railway Company. Messrs. Marchand & Haskell, architects.

The Canadian Pacific Railway Co. will build a steel bridge across the river at Lethbridge, Alta. The structure will be 900 feet long and 350 feet above the water level.

At Parry Sound a by-law to give a bonus of \$25,000 to the James Bay Railway Co. to establish a divisional point and erect machine and car repair shops at that place was defeated.

The London, Ont., city council adopted a by-law giving the street railway company the right to build the Edward Street belt line, which adds a mile and a half to the city's trolley system.

The C.P.R. is erecting a new machine shop at Peterboro' covering an area of 100 x 60 feet. It is considered necessary for the repairs of locomotives in service between Montreal and Toronto.

Wm. H. Moore, of Nelson, B.C., is promoting a scheme for the construction of an electric railway from New Westminster, B.C., to Spencer's Bridge, on the Thompson river, about 100 miles in length.

It has been announced that the Dominion Iron and Steel Co. have received an order from the Grand Trunk Pacific for steel rails to the amount of \$4,000,000. The delivery is to extend over a period of five years.

The Dominion Atlantic Railway are now operating the Midland Railway in connection with their system.

The Canadian Pacific Railway Co. will build a branch line of 122 miles from a point in the vicinity of Wolseley, on the main line, to Reston, Man., on the Souris branch.

E. J. Haines, who is working on the Hamilton, Ancaster and Brantford Railway, reports that everything is ready to start the construction work on the line, and he is expecting authority to go ahead with the work.

Parry Sound voted to spend \$20,000 to improve the electric light plant, and to grant a bonus of \$25,000 to the James Bay Railway, who agree to make Parry Sound a divisional point and erect machine and repair shops.

The street railway directors of London elected F. D. Benson secretary-treasurer. No manager will be appointed. The directors will govern the road. It has been decided to spend a large sum in completely remodelling the entire system.

The city of Winnipeg sold for taxes property of the C. N. R. on which they claimed exemption, and the railway company is now suing to have the sale annulled. The sale was to Wm. Bell & Co., estate agents, for \$15,000, the amount of the taxes.

It is understood that a big London syndicate is being formed to retail the Canadian Pacific Company's land. It is stated to have bought 900,000 acres of C.P.R. land at Edmonton. Shares in this syndicate are stated to be already largely over-subscribed.

Wm. Downie, general superintendent of the C. P. R., has gone to Edmonton to inquire into complaints being made about the winter train service of the C. P. R. The people there strongly object to the proposed arrangement and have vigorously protested.

The Provincial Government has shifted to the Temiskaming Railway commission the control of mineral locations on the right of way, and those on the town site of Cobalt, the income to be used on the railway. When C. B. Smith returns from Europe he will have a number of applications to deal with. One near Cobalt is very rich, but would require a tunnel under the tracks.

More railway development is promised for the Niagara district. A company has been formed, called the Buffalo, Toronto & Niagara Railway company, to build and operate a railway line from Niagara-on-the-Lake to St. Catharines and Port Colborne. It will touch Port Erie. Application is to be made for incorporation by the company at the next sitting of the Parliament of Canada.

The C.P.R. has placed an order with the Locomotive and Machine Company, of Montreal, for the construction of thirty-five locomotives, which may be used for both freight and passenger service. They are of the Canadian Pacific "700" class, and are of the same style as those recently built by the Locomotive and Machine Company for the C.P.R. They will be turned out at the Longue Pointe works.

It is reported that the biggest railway deal in the history of Winnipeg is about to be consummated. The project, it is said, involves the location of terminals for the Great Northern and Northern Pacific lines in the heart of the city, the depot to be only one block from the city hall. It is claimed that the right of way through the city has already been secured through the city by private purchase through local real estate men.

The first twenty-five miles of the branch easterly from Wetaskiwin, Alta., has been completed and passed by the Government inspector. The second twenty-five miles was expected to be completed and ready for operation by September 30. A contract has been let to J. D. McArthur for grading a further 50 miles easterly. It is intended to carry the line easterly to a junction with the Manitoba and North-Western Railway, which now runs to Shebo, Sask. The branch will cross the Qu'Appelle, Long Lake and Saskatchewan Railway at Saskatoon, Sask., and J. D. McArthur has a contract for grading fifty miles westerly from that point, to meet the fifty miles that he is grading easterly.