

**Saskatchewan.**

REGINA.—The city is considering the securing of cheaper power by the erection of a power house at the Dirt Hills, about sixty miles from the city, where there is said to be an abundant supply of excellent soft coal, and transmitting the power to the city by electric cables.

**British Columbia.**

VICTORIA.—A building permit has been issued to the British Columbia Electric Company which will add a storage and battery room to its present building on Store Street. The addition which will be of brick, one storey in height, and cost \$4,000, will be fitted up with the necessary appliances for storing electricity. At present there is considerable waste of power which, with the appliances to be installed, will be conserved.

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## RAILWAYS—STEAM AND ELECTRIC.

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**Quebec.**

MONTREAL.—Despatches from Minneapolis say, that the Chicago & Great Western Railroad Company, with all of its terminal facilities, rolling stock, motive power and equipment, soon becoming the sole property of and a subsidiary line to the vast system of the Canadian Pacific Railroad Company seems to be a certainty, according to unofficial information from headquarters of the Great Western in St. Paul.

MONTREAL.—The latest blue prints made in the engineer's office at Montreal show that 1,225 miles of the Transcontinental line are now under contract east of Winnipeg, and that tenders are called for the construction of 576 miles more, which will bring the total under construction up to 1,802 miles. On the Western section west of Winnipeg, 1,214 miles are now being built, and tenders are called for the construction of 179 miles more. This leaves but 562 miles still to be let. The total mileage that is being built by the Grand Trunk Pacific Company, including the Lake Superior branch, is 1,955 miles.

QUEBEC.—The annual general meeting of the Temiscouata Railway Company was held at the Chateau Frontenac. The reports submitted showed a very satisfactory result of the year's working of this important line, there being a considerable increase in receipts over the previous year. The retiring board of directors was re-elected, as were the following officials: President, Mr. Frank Grundy; Vice-President, Mr. J. H. Walsh; Secretary-Treasurer and General Manager, D. B. Lindsay; Superintendent, Mr. G. G. Grundy.

**Manitoba.**

WINNIPEG.—F. W. Morse, vice-president and general manager of the G.T.P., announced that the G.T.P. will be opened for freight and passenger traffic to Wainwright, 666 miles west of here on September 14th.

WINNIPEG.—A party of fifty men under E. H. Drury, C.E., the Government engineer, left on September 19th for Split Lake, 160 miles from Fort Churchill, there to take up the survey work for the Hudson's Bay Company Railway to be built by the Government. From there the expedition will divide into three parties, two going down the Churchill and one down the Nelson Rivers. The parties already engaged will work towards them, thus 'here will be five parties in the field all winter.

**Alberta.**

EDMONTON.—J. G. Legrand, of Montreal, chief bridge engineer of the G.T.P., stated to-day that the Battle River and Clover Bar bridges will be finished by November 1st, so that the steel could be laid westward to Edmonton. The foundation of the Pembina River bridge will be finished by February 1st, 1909. Steel will be laid to Pembina from Edmonton this fall, and the superstructure of the bridge will be finished by spring. The contracts for bridges across Wolf Creek and Battle River will be let shortly. Mr. Legrand stated that the earth under one of the Battle River bridge piers had been washed away and the pier has settled. It may have to be renewed later, but is not delaying the bridge construction.

**British Columbia.**

VANCOUVER.—The Canadian Pacific has at present two large survey parties locating a railway line through Pine Pass, in the Rockies; also a line to Dunvegan, on the Peace River. Pine Pass has been twice surveyed, once by the Great Northern. It is next to Yellow Head Pass, where the Grand Trunk Pacific is going through, the easiest route to the Pacific coast.

**Foreign.**

DETROIT, MICH.—The Michigan Central Railroad has contracted with the local plant of the American Car & Foundry Company for the repair of five thousand freight cars. The road has not at the present time that number of disabled cars, but will furnish them at the rate of 150 to 200 at a time till the company's rolling stock is in first-class condition. This is in addition to the work being done at the M.C.R. car shops, which are running nearly full capacity. It will give employment to nearly one thousand men at the A. C. & F. shops for two months.

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## MISCELLANEOUS

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**Quebec.**

MONTREAL.—The Canadian General Development Co., under contract from the Department of Railways and Canals, Quebec canals division, will in a few days turn loose a small army of workmen on the construction of the canal turning basin which is to be built near Montreal in the village of St. Paul.

**Ontario.**

TORONTO.—The Architectural League of America met last week at Detroit. Mr. Acton Bond of the firm of Bond & Smith, and Mr. J. M. Lyle, of Toronto, were sent as delegates of the Canadian branch of the League.

**British Columbia.**

PRINCE RUPERT.—The closing down of the British Columbia Tie & Timber Company's sawmill at Seal Harbor, two miles east of town, came as a great surprise to the people of Prince Rupert. This action of the company cannot be accounted for here, and the motive is hard to understand, as there is a big demand for lumber at the present time, and sawmills in this vicinity have orders for more lumber than can be turned out.

**Foreign.**

BUFFALO, N.Y.—Announcement is made by the National Battery Company of Buffalo, that the receivership under which this company has been operating since last February was terminated August 19th. All claims against the National Battery Company have been settled and the entire property has been restored to the stockholders. It is also stated that full control of the reorganized company has been secured by The Cutler-Hammer Manufacturing Company of Milwaukee, well-known as makers of battery charging rheostats and other electric controlling devices. The plant of the National Battery Company will remain at Buffalo but the business will be conducted under new management and with ample capital.

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## PERSONAL.

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MR. GEO. A. BROWNE, of the C.P.R. engineering staff, Muskoka, has been transferred to Shawinigan Falls, Que.

ALFRED CLEWORTH, constructional engineer and manufacturers agent, has moved his office and show rooms from the Janes Building to 8 Ruskin Avenue, Toronto.

MR. JOHN FINDLEY, of Architect N. R. Darrach's office, St. Thomas, Ont., won the first prize for architectural drawings in the Art Department of the London Exhibition.

MR. F. P. GUTILIUS, assistant chief engineer C.P.R. Eastern lines, has been appointed general superintendent of the Lake Superior Division C.P.R., succeeding Mr. F. P. Brady, who has resigned.

DR. EDWARD P. HYDE, now of the Bureau of Standards, after October 1st will organize and direct a Department