

VIEW FROM EAST END OF LEWISTON BRIDGE, SHOWING NATURE OF THE CLIFF ALONG WHICH $\frac{3}{4}$ -YD. ELECTRIC SHOVEL IS CUTTING PATH FOR CONSTRUCTION RAILWAY, 30 FT. ABOVE WATER LEVEL

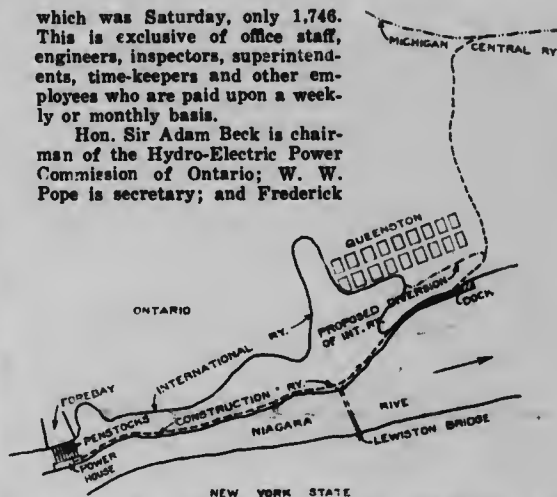
The completion of these three arches will greatly assist the progress of excavation, as the equipment will then be free to move to any point, and the innumerable delays occasioned by the railways will be entirely eliminated, and the output of the excavating equipment will not be hampered in its course to the disposal area.

At Lundy's Lane, the highway is now being diverted to the north to a point where the construction railway is at the same elevation as the original ground line. This is preparatory to making the cut at Lundy's Lane, after which a highway bridge will probably be constructed across the canal at a point most favorable in respect to grades and detours.

Two new bridges must be built across the Welland river on account of the enlargement of that stream. These bridges will be of steel, and excavation is now in progress for their foundations. The Michigan Central Railway bridge will be a

which was Saturday, only 1,746. This is exclusive of office staff, engineers, inspectors, superintendents, time-keepers and other employees who are paid upon a weekly or monthly basis.

Hon. Sir Adam Beck is chairman of the Hydro-Electric Power Commission of Ontario; W. W. Pope is secretary; and Frederick



PLAN SHOWING ROUTE OF QUEENSTON CONSTRUCTION RAILWAY NOW BEING GRADED, AND PROPOSED DIVERSION OF INTERNATIONAL RAILWAY'S LINE TO THE DOCK



LOOKING ACROSS NIAGARA RIVER FROM HOG ISLAND—THE INTAKE WILL EXTEND INTO THE RIVER FROM THIS ISLAND

swing span, and the highway bridge will be a bascule, with a 90-ft. leaf.

The number of men on the daily pay-roll varies considerably; for instance, on August 14th, 1919, exactly 1,884 men reported for work; the following day, 1,905; on August 16th,

A. Gaby is chief engineer. The design and construction of the Queenston-Chippawa project, with the exception of the electrical work, are under the direction of the Commission's hydraulic department, of which Henry G. Acres is the hydraulic engineer; Thos. H. Hogg, assistant hydraulic engineer; and Max V. Sauer, designing engineer.

E. T. Brandon is the electrical engineer of the Commission; and Arthur H. Hull, assistant electrical engineer.

At Niagara Falls there is a large staff under the direction of J. B. Goodwin, works engineer, and of George Angeil, general superintendent of construction. A. C. D. Blanchard



LOOKING UP THE WELLAND RIVER, HOG ISLAND AT THE RIGHT—BEFORE AND AFTER WIDENING THE INTAKE CHANNEL OF THE CANALIZED RIVER SECTION