

5097—July 28—Authorizing James S. Warren and F. M. Holland of the Kettle River Valley Railway Company to prepare and issue tariffs of tolls to be charged on traffic carried by that line.

5098—July 29—Authorizing the Chatham, Wallaceburg & Lake Erie Railway Company to operate its trains over the crossing of the G.T.R. at William Street, Chatham, Ont.

5099—July 28—Authorizing the C.P.R. to lay its tracks for a siding across Denison Avenue in the village of Weston, Ont.

5100—July 14—Authorizing the G.T.R. to construct, maintain and operate a branch line or siding from a point on Lot No. 1, west of Bond Street, in the city of Brantford, Ont., upon and along Pearl Street and Lot. No. 1, east of McMurray Street, to the premises of Schultz Brothers.

5101—July 29—Authorizing the municipality of Notre Dame du Perpetuel Secours de Charny to construct a public highway across the tracks of the G.T.P. on the property of Pierre Pontaine.

5102—July 29—Authorizing the G.T.R. to cross the tracks of the Owen Sound section of the C.P.R. at a point east of Weston, Road, Toronto Junction, Ont.

5103—July 30—Directing the railway companies subject to the jurisdiction of the Board during the months of May, June, July, August, September and October of each year, to provide, place and keep a watchman, track-walker, fire alarm signals, ballast flooring, or fire-proof paint, for the purpose of protecting the said trestles from fire and thereby preventing trains from being burned, derailed or otherwise damaged at or on such trestles, each such company being allowed the option of adopting any one of the said methods of protection.

5104—July 29—Revised location of the G.T.P. Ry. from Section 23, Township 51, Range 20, to Section 1, Township 52, Range 21, west of 4th meridian, North Alberta.

5105—July 29—Approving revised location of the G.T.P. Ry. station in Section 35, Township 53, Range 25, west of 4th meridian, Alberta.

5106—July 29—Rescinding Order No. 1174, dated December 4th, 1906, approving rates of 10½c. per 100 pounds, on balanced ration otherwise compressed food or fodder in carloads, from Montreal and points within the Montreal terminal group of stations to Boston, Mass.

5107—July 28—Directing the G.T.R. to install an electric bell with automatic cut-out at the crossing of the public highway in the Township of Cornwall, northerly from Pitt Street, Cornwall, Ont., being the highway immediately west of the company's station at Cornwall.

5108—July 30—Authorizing the C.N.R. to open for the carriage of traffic that portion of its line of railway from a point in Lot 29, Section 21, Township of McIrvine, to a point on the International Boundary, near Pither's Point, and forming a proposed connection between the C.N.R. and the Duluth, Rainy Lake and Winnipeg Railway, a distance of 1.51 miles.

5109—July 30—Authorizing the C.P.R. to construct, maintain and operate a branch line or spur to the parish of St. Andrews, Man., from a point on its Winnipeg Beach branch.

5110—July 29—Authorizing the city of Hull, Que., to construct a highway across the tracks of the C.P.R. at a point near Mountain Road.

5111—July 30—Authorizing the Edmonton, Yukon and Pacific Railway Company to construct, maintain and operate a spur to the city power house and Exhibition Grounds, Edmonton, Alta., and crossing Calgary and McLeod Avenues.

5112—July 29—Authorizing the C.N.O. Ry. for a period of 90 days from July 29th, 1908, to use the crossing with the G.T.R. at a point in the town of Hawkesbury for construction purposes.

5113—July 29—Authorizing the Toronto and York Radial Railway Company to cross the tracks of the G.T.R. at Sutton, Ont.

5114—July 21—Dismissing application of the G.T.R. for authority to construct a branch line of railway or spur along Neebing Avenue, from Montreal Street to Kaministiquia River, Fort William, Ont.

PORTAGE LA PRAIRIE PUBLIC UTILITIES.

The Canadian Engineer Western representative recently paid a visit to Portage la Prairie in the interests of the journal, and in company with Mr. Herbert W. Baker, the publicity agent of this progressive city, gathered some information regarding the water and sewer works of the town. As Portage la Prairie is situated on a very level part of Manitoba, there is little fall for the natural flow of sewage, and the city found it necessary some two years ago to install a system of sewage ejection. The system adopted was the Shone, and the sewage is forced through the main by compressed air. The plant is an automatic one, and has not required any attention since it was installed. There are three small stations built in which the machinery that operates the works is located.

With regard to the water supply, the Portage water works are now undergoing extensive changes, as the present supply, which is drawn from wells, is becoming inadequate, and the city finds it necessary to bring a supply from the Assiniboine River. They have now under construction a filtering basin, which will thoroughly filter the water before it is pumped into the mains. The city is building an auxiliary pumping station some three miles up the river, and will install one of the latest filtering systems known. It may be mentioned that the Shone sewage plant now in use in Portage la Prairie is the second one of the kind to be introduced and operated in Canada. In conversation with Mr. Ed. Brown, the mayor, he expressed himself as well pleased with the Shone system for sewage ejection, and stated that it has given every satisfaction. The new water supply from the Assiniboine River will be ample for the city's requirements for all time, and they have made contracts with the three lines of railway to supply them with water for their engines, as well as for other purposes.

Mr. Alec. Taylor, C.E., is at present engaged in making a new survey of the city of Portage la Prairie. Much of the success which has been attained hitherto in drawing attention to the possibilities of Portage la Prairie is due to the exertions of Mr. Herbert W. Baker, who is now at work on a booklet, which when published will be one of the most attractively got up ever issued by any of our municipalities, and will be profusely illustrated.

C. P. R. STRIKE—FORT GARRY DEPOT.

Canadian Engineer Office.

Winnipeg, August 12, 1908.

The chief topic of interest among mechanical engineers, and, in fact, among all classes, at the present time, is the strike of the C.P.R. mechanics, which is now on. The men in the great shops at Winnipeg all dropped their tools at 10 o'clock on Wednesday, August 5th, and walked out in a body. No disturbances have so far occurred, and the men are quiet and orderly. There is no telling when the strike will end.

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The driving of the concrete piles at the Fort Garry depot has been resumed, the new core, the absence of which was delaying the work, having come to hand. The first car of steel arrived on the ground last week, and the Dominion Bridge Company state that it will be rushed in here now as rapidly as possible.

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The new building of the Government telephone exchange is being rapidly proceeded with, and when completed will be a handsome structure.

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The Canadian Engineer expects to give some interesting information next week of a new company which has been organized in Winnipeg to take up the manufacture of coal briquettes.

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Work on the Edmonton-Strathcona Street Railway has started and is being pushed forward vigorously by Charles Taylor, who has been appointed superintendent of construction.