

WINNIPEG.—Commencing this week the tri-weekly passenger trains over the Grand Trunk Pacific Railway west, which have hitherto run only to Scott, Sask., will go through to Wainwright, Alta., 100 miles farther west. The regular passenger service is now within 115 miles of Edmonton, and it is thought that through trains from Winnipeg to the Alberta capital will be in operation next month.

WINNIPEG.—There still remain forty miles of the N.T.R. upon which steel must be laid to link up this city with the head of the lakes over the new system, and the road will be enabled to take its share of the crop to the lakefront. This will take the contractors about five weeks to complete as they are handicapped by lack of sufficient labor. The new steel bridge over the Wabigoon, near Dryden, has been holding up work, but this is now completed and track-laying can proceed rapidly.

Alberta.

EDMONTON.—Wetaskiwin will shortly be connected to Winnipeg and the east by a short line on the C.P.R. All that remains to be done is the completion of 75 miles between Hardisty and Macklin. The grading is already completed and about two and a half miles of steel is being laid per day. This distance should be completed and trains running over the line by the first of November. This is the first time in the history of C.P.R. building that 85-pound steel rails are being used. When the steel-laying on the C.P.R. is finished the service between this place and Calgary will be quicker by five hours.

British Columbia.

FERNIE.—The C.P.R. is enlarging its yards here.

NEW WESTMINSTER.—Work of constructing the first section of the new Chilliwack line of the British Columbia Electric Railway Company is progressing favorably. Large quantities of steel and track spikes are being taken out to the scene of operations each day from the stock of the British Columbia Electric Railway wharf in this city. One of the newly purchased locomotives with a string of flat cars, attends to this part of the work, the other being attached to the track laying machine, which is working satisfactorily. The rails are now strung for five miles from the Westminster Bridge or about half-way to Cloverdale, but the construction is considerably delayed by lack of men.

PRINCE RUPERT.—The extension of the city yards of the G.T.P. will be built immediately. The grading of two miles or so will be finished by spring. This track will be for the convenience of the Government wharf and the owners of the waterfront leases.

VANCOUVER.—Engineering parties representing the Canadian Northern and the Grand Trunk Pacific Railways are engaged in a neck-and-neck race to locate their respective routes in the vicinity of the summit between North Thompson River and the south fork of the Fraser River. Conditions for securing a minimum grade were found to be excellent. The elevation at the summit is only 2,886 feet. Canadian Northern officials report the advantage thus far with their parties.

VANCOUVER.—Mr. Collingwood Schreiber, consulting engineer of the Dominion Government and consulting engineer of the National Transcontinental Railway, was in Vancouver this week on his way north to Prince Rupert to meet there Mr. Charles M. Hays and Sir Charles Rivers Wilson and made an emphatic pronouncement in regard to the labor question. He was quite animated in stating that British Columbia not only wanted the G.T.P., but needed it badly, yet it imposed the condition that only white labor should be employed. Consequently, where 3,000 men are now employed, 10,000 could be given employment, and the construction is proceeding slowly. He suggested that some provision be made whereby anyone could be employed, and if foreigners were required that they come into the country only under agreement to get out again after they were not required by the railway contractors. Mr. B. B. Kelliher, chief engineer of the G.T.P., accompanied Mr. Schreiber and added that every white man that could be got was put on the work, and if he supported Mr. Schreiber's suggestion it was not because he wanted foreigners in opposition to the

white men. He told the Canadian Engineer that he preferred the white man every time because of his better work, and if any other color was employed lower wages would be given. It was simply because labor was needed to get the line ahead that they wanted any kind of men. As it was, it meant that the money in the completed line would be tied up, without any earning power, until the remainder of the line was completed.

England.

LONDON.—The British Columbia Electric Railway Company is issuing \$2,500,000 new capital for the purpose of making extensive improvements and of building a new terminal in Vancouver.

Foreign.

PORT HURON, Mich.—The big addition to Block 1 shops of the G. T. R., which will comprise 10,000 feet of floor space, will be started in the near future. When the new addition to the shops is completed the force at the big institution will be increased 50 per cent.

LIGHT, HEAT, AND POWER.

Quebec.

FARNHAM.—The vote on the electric light by-law, providing for the borrowing of \$21,000, announced for Monday, did not take place. Mr. Poulin, who owns the present plant, but who had asked \$14,000 for his property, made a new proposal to sell for \$8,500, and as a consequence the by-law was withdrawn and the purchase of the Poulin property at \$8,500 sanctioned.

MONTREAL.—The Montreal Light, Heat & Power Company has sent to the city its street lighting account for July, amounting to \$12,837, plus five per cent., and giving notice that action will be at once taken to recover this amount, together with that due to July 30, namely \$82,256.

Ontario.

TORONTO.—Work has been commenced in connection with the establishment of the city's new electrical distribution plant for which Golden & Lansing, of Troy, N.J., secured the contract. The laying of conduits is to cost \$65,800.

TORONTO.—Rapid progress is being made by the McGuigan Construction Co. with the work of erecting the steel towers for the transmission line between Glanford and Ancaster townships, where a line of steel towers five miles long greets the eye. So far eighty-five towers have been put in place and the work is proceeding at the rate of eight towers per day. The completed system will involve the longest transmission line in the world. With branches it will be 297 miles in length, and will carry a current of 110,000 volts.

Manitoba.

BRANDON.—The Maple Leaf Flour Mills are undergoing extensive alterations. A producer gas engine of 375 horse-power is being installed to supply power for the large mill. This large gas engine, which is horizontal, is 33 feet in length, weighs 95,000 pounds, will cost \$20,000 to install, and when completed will revolutionize cheap power in Brandon.

FINANCING PUBLIC WORKS.

Nova Scotia.

YARMOUTH.—The town council is considering by-laws to borrow \$6,000 to build an engine house and not more than \$80,000 for waterworks improvements. Mr. Hiram Gondey is town clerk.

Quebec.

FARNHAM.—The vote on electric light by-law which was to raise \$21,000, did not take place. An agreement has been made with the owner of the present plant.

MONTREAL.—The municipality of Point Claire, near Montreal, is borrowing \$75,000 to enable their engineers, Messrs. Ouimet and Lesage, to carry out the sewerage and aqueduct system devised for the village.