

CONSTRUCTION NEWS SECTION

Readers will confer a great favor by sending in news items from time to time. We are particularly eager to get notes regarding engineering work in hand and projected, contracts awarded, changes in staffs, etc. Printed forms for the purpose will be furnished upon application.

RAILWAYS—STEAM AND ELECTRIC.

Ontario.

BRANTFORD.—Assistant Engineer Adams is engaged in making a survey of the railway route to Holmdale, pronounced impractical by the Grand Trunk Railway.

Manitoba.

WINNIPEG.—The first installment of the new locomotives for the G.T.P. arrived from Montreal, and have been sent west for construction on the line from Portage la Prairie west. The engines are numbered 51 to 55. They are uniform 61-ton locomotives, and of the latest model for work on prairies.

WINNIPEG.—Mr. J. G. Legrand, chief bridge engineer of the Grand Trunk Pacific, from Montreal, is now in the city, and will inspect sites for three big bridges across the Red and the Assiniboine Rivers in Winnipeg. Two of these bridges are to be thrown across the Assiniboine between the present Main Street bridge and the C.N.R. bridge at the junction of the Red and Assiniboine. Near the present Main Street bridge will be the double tracked G.T.P. bridge for passenger traffic to the Union Depot, and near the C.N.R. bridge will be a four-tracked bridge for freight traffic. The exact sites for these bridges have not been selected, and, after being settled upon, a great deal of preliminary preparation will be necessary before construction work begins. The other bridge is the big one to be built by the city and Governments for railway and vehicular traffic between Winnipeg and St. Boniface. Mr. Legrand will consult with the National Transcontinental engineers on the site for this bridge.

Saskatchewan.

MELVILLE.—Melville is a regular Western railroad town, and is supposed to be the junction on the main line of the G.T.P. road and of the proposed line starting at or near North Portal, passing through Regina to Melville and going north thirty miles to Yorkton, and on to Hudson Bay at or near Fort Churchill. The J. D. McDiarmid Co., of Winnipeg, were given the contract late in the fall for the roundhouse, containing 12 stalls, and a large machine shop, about 50 by 200 feet, on concrete foundation and built of brick. These will soon be ready for occupancy. The Company are putting in the turntable now. The Carter, Halls & Aldinger Co., of Winnipeg, were given the contract for the depot, and the appearance of the same, as it is just finished, shows a building that would do credit to a large city. The general impression is that there is nothing better from Winnipeg to the mountains on any of the railroads. The building is 40 by 140 feet, and is built on concrete foundation; is heated by steam, having an independent plant, all wired and equipped for electric light, which will be generated at the roundhouse. A. M. Rice, of the engineers' department, has looked after the railroad's interests, and the general opinion is it is a record-breaker.

LIGHT, HEAT, AND POWER.

Ontario.

MERRITTON.—H. L. Aitkens, consulting engineer, of Toronto, has submitted to the council his estimate of the cost of an electric light plant to be owned by the municipality. It is as follows: Wire, \$1,410.52; poles, \$752.78; supplies, \$502.14; arcs, etc., \$275.50; transformers, \$882.70; engineering and contingencies, \$382.46; total, \$4,207.10.

PORT HOPE.—The plant of the Port Hope Electric Light and Power Company was totally destroyed by fire.

The town has been plunged into darkness for an indefinite time as a result of the fire. Several manufacturing establishments have been deprived of power for the time being. The fire loss will total \$50,000.

SEWERAGE AND WATERWORKS.

Ontario.

LONDON.—The city council to-night decided to submit the new water scheme to a vote of the people on June 22nd. The scheme is to cost \$560,000. A. O. Graydon, city engineer.

MARKDALE.—By nine of a majority the ratepayers of Markdale decided to expend \$20,000 on a system of waterworks.

ST. THOMAS.—As a consequence of the agitation raised by the Yarmouth Council and Board of Health to remedy the nuisance arising from the city sewage emptying into Kettle Creek, steps will be taken to improve upon this system. A scheme has been introduced in the form of a system of septic tanks and filter beds, used extensively throughout Ontario, and which, it is thought, will redress the complaint more satisfactorily than anything else. At a recent meeting of the council City Engineer Bell was instructed to prepare an estimate of the cost of installing such a plant, which would include the system, as well as the land necessary. His estimate was \$30,500.

WATERLOO.—A by-law to authorize the issue of debentures for \$5,000 for the extension of the waterworks mains was passed here recently.

British Columbia.

VANCOUVER.—It was plainly stated at a recent meeting of the Board of Works that the schemes of sewerage on which the city is now entering were on such a scale as would demand the passage of another large money by-law covering the field just as soon as the trunk sewers, on which the larger part of the present by-law money is to be expended, are completed.

CONTRACTS AWARDED.

Ontario.

CLINTON.—The municipality proposes installing a system of waterworks, and the supply is to be secured from an artesian well. James Peat & Sons, of Petrolea, have been awarded the contract for the drilling of an eight-inch well to a depth of 350 feet.

GANANOQUE.—Mr. F. Dolan's tender for concrete sidewalks and curbs has been accepted. The names of persons tendering and prices are as follows:—

	Walks, per sq. ft. Cents.	Crossings, per sq. ft. Cents.	Detached Curb, lineal ft. Cents.
R. J. Wilson	14	20	20
H. A. Pruner, H. Winstanley and T. P. Simpson.....	13½	23	33
Frank Dolan	13¾	13¾	16
F. E. McDonald	14	25	25

TORONTO.—The coal contracts for the city waterworks plant for the year ending May 31st, 1909, have been awarded. The Milnes Coal Co., of Toronto, get the contract for the bituminous slack coal at \$2.75 per ton, which was just one cent lower than the Rochester and Pittsburg Coal and Iron Co., which secured the contract for the bituminous run-o'-mine coal at \$3.40 per ton.