



FIG. 7—N. S. & T. RAILWAY B.

drift tubes and tailrace is down to the water level of the Niagara River. The construction of the railway has been completed as far as Queenston, and within another month a junction with the Michigan Central Railway east of Queenston will be effected. A small yard will be established near the junction for storing any heavy machinery that may arrive before power-house construction has proceeded far enough for its erection. In this connection it may be mentioned that orders have been placed for five turbines, and that two turbine runners have already been cast and one casing has been tested and is ready for shipment. Tenders have been received for the penstocks and contract will probably be let within the next two weeks.

At the forebay, portals have been excavated through the cliff for the penstocks for the first four units and for the two service penstocks and for the ice chute. As there will be nine units in the plant (totalling 495,000 maximum h.p.), portals must be excavated for five more penstocks.

The Queenston-Chippawa power development is being constructed by the Hydro-Electric Power Commission of Ontario, of which Hon. Sir Adam Beck is chairman; W. W. Pope, secretary; and Frederick J. Gaby, 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. Aeres is the hydraulic engineer; Thos. H. Gaby, assistant hydraulic engineer; and Maxwell V. Sauer, designing engineer.

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



FIG. 9—WABASH RAILWAY BRIDGE OVER CANAL

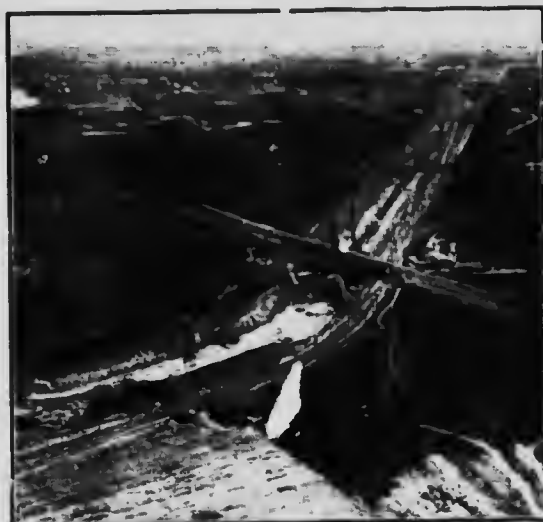


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FIG. 10—AERIAL VIEW OF CANAL NEAR STA. 320



FIG. 8—VIEW UP CANAL FROM FLOOR OF FOREBAY



FIG. 11—POWER-HOUSE SITE—VIEW FROM CLIFF