

RAILWAYS—STEAM AND ELECTRIC.

Athabaska Landing, Northern Canada.—The Canadian Northern Railway have laid steel to within eight miles of this point. In the last eight miles there are eleven or twelve trestle bridges required. It is not likely that the laying of the steel will be completed before July, 1912.

Berlin, Ont.—The Lake Erie and Northern Railway has been sanctioned by the Railway Commission and the Minister of Railways. The route is from Port Dover to Berlin via Paris. It is to be a steam road.

Brandon, Man.—The Canadian Pacific Railway are preparing plans for considerable improvement to their property in this city. The improvements contemplated provide for two distinct yards, one for incoming trains and the other for outgoing trains. The improvements extend from the eastern limits of the yards to the western limits, a distance of two miles.

Montreal, P.Q.—The Grand Trunk Railway System have ordered 250 refrigerator cars from the Canadian Car & Foundry Company, and 250 from the American Car & Foundry Company. 250 automobile cars have been ordered from the last named firm an and equal number from the Western Steel Car & Foundry Company.

Province of Nova Scotia.—The Canadian Pacific Railway has commenced the work of replacing all the old bridges on the D.A.R. with modern structures. Mr. Ripley, one of the C.P.R. engineers, has a staff at work at Kentville, Nova Scotia, and already a number of smaller bridges have been replaced. The bridge over the Avon River at Windsor will be replaced by a larger one.

Niagara District.—The Canadian Northern Railway plans for this section of the country call for an extension of the Niagara, St. Catharines and Toronto Railway System in such a manner as to serve the fruit belt around Niagara-on-the-Lake.

Ottawa, Ont.—A group of English capitalists have held a conference with Mr. R. H. McElroy, of Carleton, Ont., with a view of taking over the stock of the proposed Kingston, Smith's Falls and Ottawa Electric Railway Company.

Province of Saskatchewan.—The Canadian Pacific Railway are about to install 3,200 miles of additional telegraph wire in this province. Three thousand miles will be of copper and the remainder of iron. The following gives in detail where the new wires are to be hung: (1) Copper wire from Winnipeg to Port Arthur. (2) Copper wire from Winnipeg to Moose Jaw via Arcola. (3) Two copper wires from Moose Jaw to North Portal, a distance of approximately 310 miles. (4) Copper wire from Bulyea to Neudorf. (5) Iron wire from Stoughton to Arcola, 80 miles. (6) Iron wire from Vale Port to Bulyea. (7) Heavy copper wire from Saskatoon to Calgary, via Wetaskiwin, about 425 miles.

St. Thomas, Ont.—City Engineer Baker has submitted an estimate of the cost of fixing up the local street railway system. His figures, which were as follows, will be considered at a special meeting to be held in the near future:

Repairing the Road Bed and Overhead Construction.

30 lightning arresters at \$7	\$ 210.00
Labor on same	20.00
6 miles wire, at 16c.	2,050.00
Labor putting up	200.00
15,500 feet strand wire	350.00
Labor on same	150.00
50 straight line hangers	50.00
350 ears at 35c. each	125.00
350 studs	15.00
150 poles, set and painted, at \$7.00	1,050.00
1,200 ties at 60c. each	720.00
Labor putting in ties	300.00
1,500 pounds of spikes	36.75
Repairing bonds	100.00
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	\$5,376.75

Mr. Baker estimated the cost of repairing the present rolling stock at \$2,000.

Western Canada.—A rumor is current in Eastern Canada to the effect that \$5,000,000 of French capital will construct a line of railways from the Peace River to the Pacific. The company has taken the name of the Pacific and Peace Railway Department Syndicate. The distance is about 480 miles.

Winnipeg, Man.—The Canadian Pacific has purchased a site of 1,800 acres in East Kildon, a suburb of Winnipeg, the property to be used for the new yards of the company.

LIGHT, HEAT AND POWER.

Chats Falls, Ont.—The hydro-electric authorities are taking steps to expropriate these falls as a source of available power. These falls are owned by the Hon. William Harty, of Kingston, former Liberal member of Parliament, who is said to have secured them from the late Laurier Government for \$60,000.

Kingston, Ont.—Mr. C. C. Folger has presented a report on the operation of the municipal power plant for the year 1911. In this report attention was drawn to the fact that the increase of gas at consumers' meters showed 5,015,500 cubic feet, while the electric output increased 74,114,500 cubic feet, while the amount received per 1,000 cubic feet, including rentals, was 1.09. The amount received per 1,000 cubic feet, rentals deducted, was 98. The cost at the consumers' meters, per 1,000 cubic feet, was 47, and at the station meter 43.2c. The total revenue from gas rentals was \$5,025.01. The total amount of gas manufactured at the station meter was 50,156,000 cubic feet, and at the consumers' meters, 41,577,000 cubic feet. Plans are at present being prepared for a complete reorganization of the entire purifying plant, it being the intention to install the latest type of overhead dry lute purifiers, with modern connections. The electric distribution will need some overhauling on account of the increased output. The electric generating end will require some additions in the immediate future as the 300 K.W. alternating current machine is taking over 200 K.W. and the direct current machine is taking a full load.

Moose Jaw, Sask.—Among certain by-laws to be submitted to the ratepayers will be found one calling for the expenditure of \$225,000 on improvements to the municipal electric lighting system.

Niagara Falls, Ont.—A movement is under way to have the falls illuminated by electricity during the evening hours. Senator Gittins, of Niagara Falls, N.Y., has presented a bill at Washington for \$50,000 to pay the United States share of the expense. It is proposed to spend \$100,000 on a permanent means of illumination and allow \$5,000 per year for the upkeep of the same. It is to be an international affair.

Sherbrooke, Que.—The Light, Heat and Power committee are discussing the question of withdrawing the supply of power now being supplied to Lennoxville. The Sherbrooke Railway and Power Company have expressed their willingness to supply that municipality with light and power.

Toronto, Ont.—City Engineer Rust has requested the Board of Control to purchase two new 100 horse-power vertical motors for use at the filtration plant. These are to replace the 75 horse-power motors at present installed. The difference in the price is \$1,900.

Verdun, Que.—The municipal ratepayers expressed themselves to be in accord with the proposed expenditure of \$300,000 on works improvements, as specified in our issue of February 15th last.

GARBAGE, SEWAGE AND WATER.

Edmonds, B.C.—The municipal council have advised the controllers of South Vancouver that they will be in a position to supply 800,000 gallons of water to South Vancouver in event of a water famine in that centre.

Kingston, Ont.—The report of the yearly operation of the municipal water system has been prepared; the financial statement shows a surplus of \$8,115.57. The revenue amounted to \$43,377 and the expenditure \$35,261.43. The expenditure on plant account included \$3,376.61 for mains and services and \$650.50 for water meters. The expenditure taken out of the rest fund included the sum of \$3,747.48 for a suction pipe. The department had a surplus of \$6,000 two years ago.

Montreal, Que.—One of the pumps in the Clark Street station of Montreal Water and Power Company broke down and caused the water supply to fail in the upper section of the city.

Regina, Sask.—Among the companies tendering on the construction of the large water tank for this municipality were John Inglis Co., Toronto; Chicago Bridge and Iron Works; Thos. Belair, Montreal; and the Des Moines Bridge and Iron Co., Des Moines, U.S.A. The tenders have been placed, by order of the council, in the hands of Walter J. Francis and Co., who will make a report.