

Victoria, B.C.—Further delay in the progress of arrangements for the construction of the Johnson Street bridge structure has arisen owing to the request of the British Columbia Electric Railway Company to have modifications made in the plans for the bridge in order to widen it to 47 feet and to provide for the passage over the bridge of freight cars; and to have the bridge made stronger beneath so that heavy cars may be conveyed across it with safety.

Indian Bay, Man.—A recent inspection of the Falcon River diversion works at Indian Bay made under the auspices of the Greater Winnipeg Water District Commission shows that very rapid progress is being made. A distance of 1,500 yards has been built in the four weeks since the commencement of operations; while still more rapid work will now be done, since three engines, instead of two as previously will now be used for the hauling of sand and gravel.

Moose Jaw, Sask.—It is now expected that the necessary financial arrangements for the city's programme of sewer, watermain, sidewalk, and paving construction will soon be completed. And since no injunction has been served on the city by the Bitulithic and Contracting Company of Winnipeg to restrain the National Paving and Construction Company of Regina from proceeding with the paving for which it was awarded a contract in June, it is likely that the entire programme of works will be set in operation at once.

Victoria, B.C.—The contractors, Sir John Jackson, Limited, have erected another dolphin off Macaulay Point to replace their fifth dolphin which was carried away recently when a tug with a scow became entangled with the piles. It is expected that some time will elapse before this fifth breakwater dolphin, which marked the extreme end of the seawall, can be again placed in position. In the meantime the newly erected temporary dolphin will facilitate the dumping of rubble on the final 750-foot section of the breakwater.

Red Deer, Alta.—An announcement has been made which states that the Alberta Central Railway, a subsidiary line of the C.P.R. system, which extends for 60 miles from Red Deer to the Rocky Mountain House, will be taken over by the latter railway company at the conclusion of the present month, when a service will be placed in operation. All construction work on the line has been completed and all that at present delays the opening of the new branch is the lack of the consent of the board of railway commissioners, who have not yet made an inspection.

Barton Township, Wentworth County, Ont.—Some of the improvement work at present being carried out in Barton township includes concrete sidewalk construction approximating \$16,000 and being undertaken by Chas. Brayley; while a staff of engineers is engaged upon plans for a comprehensive sewer and water scheme for the township, which, in the event of favorable consideration by both the township and city of Hamilton councils, will be constructed at a cost of \$500,000. These plans, if possible, are to be completed and ready for submitting the first week of August.

Montreal, Que.—News comes from Montreal that the commission which was appointed to study the problem of the lowering of the water levels in the St. Lawrence River expects to hand in its report in time for action to be taken at the coming session of Parliament. The commission began its investigations last summer, and it is at present making examinations at Cap Rouge. It has been said that a system of weirs will be the possible recommendation to prevent the water from becoming shallower, these having been found satisfactory in other rivers.

Winnipeg, Man.—At the next session of the Greater Winnipeg Water District board, a deputation of Winnipeg business men will urge that still greater efforts be made to secure

for Winnipeg a better supply of water considerably in advance of the contemplated time. It is believed that, with greater speed, the work can be completed within 3 years, rather than within 5 years' time. Business men of the city state that the water supply from the wells, though comparatively pure, is very hard and thus detrimental to the equipment of their establishments, causing them annually an enormous expenditure for the replacing of machinery.

Brandon, Man.—The city of Brandon is making every endeavor to hasten the completion of the construction of the G.T.P. Railway line into Brandon. To this end, a new matter which is to be brought before the Board of Railway Commissioners is with regard to a double subsidy which the railway company will receive in case the construction exceeds \$15,000 per mile. A single subsidy of \$32,000 per mile was provided in case that the construction work cost \$15,000 or under; but if it exceeds \$15,000 per mile, provision has now been made for a double subsidy, amounting to \$64,000 per mile. Another new phase is that the company will be given an additional grant of 35 per cent. of the cost of the bridge, which will be required to be constructed to admit of the entry of the line into the city.

London, Ont.—The form of construction which will comprise the major portion of the work on the London breakwater provides for a 3-foot by 2-foot concrete base ~~the~~ and a 26-foot natural slope front of embankment, faced with reinforced concrete 11 inches thick at base and 7 inches thick on top of slope, where provision is made for a substantial concrete cap and a 5-foot sidewalk with guard tubular iron railing. Short lengths of vertical retaining walls will be necessary at the Oxford and Blackfriars bridge ends of the breakwater. The proposition is to provide for a top area of embankment, giving provision for a driveway, and utilizing existing conditions without disturbing trees or making excessive filling necessary in fixing face line of embankment. The estimated expenditure, as authorized, is \$25,000.

London, Ont.—A report made following a recent inspection of the work being done on the London and Port Stanley Railway, shows that the new steel has been laid from St. Thomas to Port Stanley; and that new rails are being laid north of St. Thomas, this work on the whole line from London to the lake being practically completed. No statement of cost has yet been given on the roadbed, the 23 miles of steel rails, the 70,000 ties and the ballasting. A number of new sidings are to be constructed; and at present, the foundations of a new freight shed are being laid, which building it is expected to have completed by fall. The officials of the railway say that the road will be in operation within a few months, though so far no rolling stock has been purchased. However, they plan to lose no time in expending the \$750,000 which has been expropriated for the electrification of the line.

Edmonton, Alta.—In addition to an offer of cheap power which has just been made to the city of Edmonton by New York and San Francisco engineers, it is understood that a second proposition is to be made by a syndicate, for which Sir John Jackson, of Montreal and London, Eng., is engineer. The site for the water power plant is just 50 miles from the city on the Saskatchewan River, above the Rocky Rapids. For two years or more, the company has been investigating and studying the location, and many plans have been prepared, showing where 3 immense storage dams can be built, capable of holding several hundred million cubic feet of water each. The scheme contemplates the development of 40,000 horsepower, while investigation has shown that further power can be secured when the load increases. The approximate expenditure, which the company estimates will be spent in harnessing the Saskatchewan River, is \$6,000,000.