

# 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.

### Cape Breton.

SYDNEY.—It has been said that negotiations are proceeding between the Cape Breton Electric Company and the Sydney and Glace Bay Railway Company, having as their object the acquisition by the former of the latter's lines, but the report is denied.

### Ontario.

BROCKVILLE.—Mr. C. Beresford For of Sir Douglas & Co., London, Eng., has made a trip over the line of Ottawa and Brockville Electric Railway. Almost unlimited power may be secured along the route. At Hog's Back is a forty foot fall, at Manotick thirty feet, dams of six, eight, and twelve feet above Burritt's Rapids, to say nothing of the rapids at Merrickville. After returning to Ottawa Mr. For will report to English investors who may proceed with construction.

NORTH BAY.—The rails on the T. & N.O. Railway are now down to the Driftwood River, which is only thirty-five miles south of the surveyed route of the National Transcontinental and 217 miles north of North Bay. A bridge 490 feet long is being constructed over the Driftwood River, and will be completed about July 10.

PORT ARTHUR.—A freight dock to be used co-jointly by the G.T.P. and C.P.R. is likely to be built here within a year.

PORT HURON.—The third section of the Michigan Central Tunnel is now in place. The twin tube is 200 feet long, and the two that were sunk last year are of the same length, and the two that were sunk last year are of the same length. The work is thus 600 feet from the American shore. Work on the cofferdam and the placing of concrete around the tubes laid will begin at once. The foundation is constructed of concrete and the tubes are to be covered with the same material.

### Manitoba.

ST. BONIFACE.—The St. Boniface Council desires to have the Winnipeg Street Railway Company establish a belt car line in that town.

WINNIPEG.—The heaviest steel which has yet been laid on the central division of the Canadian Pacific, will be laid next month on the Winnipeg Beach branch. This is 85-pound steel, the standard steel of the company being 80 pounds. Much of the steel that is at present on the Winnipeg Beach line is 56-pound.

### Saskatchewan.

SASKATOON.—Everything in connection with the building of new railways in this district is being rushed, and it looks as if Saskatoon will have connection via both the Grand Trunk Pacific and the C.N.R. within a month. Work on the new Goose Lake branch of the C.N.R. is progressing rapidly, and it is expected that steel laying will commence in the very near future.

WYNARD.—This town is the C.P.R. division point on the Winnipeg-Edmonton main line west of Sheho, and is a busy and hustling place. Contractor J. G. Hargrave's outfit, consisting of 76 teams, is busily engaged throwing up the last two miles of grade into Wynard, and as soon as this is completed, the steel will be laid from Leslie and a train service will be operated by July 1. Engineer J. A. MacKenzie has charge of the work for the company and is camped just west of the town.

### British Columbia.

GRAND FORKS.—Fred. A. Sammons, an experienced timber man of this district, is reported to have been awarded a large contract for getting out piling for the Canadian

Northern Railway. His first shipment of thirty-five cars of piling is already being taken out. It is also stated that the Canadian Northern Railway will award contracts in the immediate future for the cutting of two hundred thousand telegraph poles which will be cut on the north fork of Kettle River as well as the other districts surrounding Grand Forks.

HEDLEY.—New interest has been lent to the local railway situation by reports of operations by two parties of C.P.R. surveyors under Engineer Kerry. One party is said to be exploring from Aspen Grove in the direction of Trout Creek on Okanagan Lake, and the other is working down the Otter. The problem of getting across the ranges and down Trout Creek would seem to involve considerable of the toboggan slide style of railroad engineering which most railroads are trying to cut out nowadays.

PRINCETON.—The C.P.R. has started surveying up the Coldwater, which is part of its route via Tulameen to Princeton.

## SEWERAGE AND WATERWORKS.

### Quebec.

MONTREAL.—The difference between the City of Westmount and the Montreal Water and Power Co. in regard to the water supply bids fair to come to a speedy settlement. The council and the company have come to an agreement. The new proposition has still to meet the approval of the City Council, and will then be put before the ratepayers as a by-law. The company agrees within eighteen months to install a new intake 800 feet up stream and 1,900 feet from the present well. If the city demands a filtration plant, the company will supply it at an increased cost of 27½ per cent. High pressure in the upper levels is guaranteed. The city will get its water at 12 cents instead of 15 cents per thousand gallons. This will be presented to the council early in June.

### Ontario.

GUELPH.—At a meeting of the Water Commissioners yesterday afternoon, the tenders were let for the new 3,000,000 gallon pump to be installed at the water pumping station. The contractors who put in the successful tender were Messrs. John Inglis Company, of Toronto. The price of the accepted was a few hundred dollars above \$14,000. The new pump is to be installed by the 15th of August.

KENORA.—On and after June 1st the town will receive its water supply through the medium of an electric pump. Under the present regime of steam pumps upwards of two cords of wood are consumed daily at an approximate cost of two hundred dollars a month. After June 1st this item will be reduced by about \$180, thus leaving a margin of about \$20, which will be the actual monthly bill for the electric power and other running expenses of the new pump. The pump was manufactured by the Morris Machine Company, of Baldwinsville, N.Y., and has a capacity of one and a half million gallons per twenty-four hours, with a maximum pressure of 120 pounds. It is run by a Westinghouse 100 horse-power, 2,200 volts, 3-phase 60 cycle, induction motor.

NEW LISKEARD.—The action brought by Mr. J. H. Fitzpatrick against the town of New Liskeard, Ont., for \$43,000 has been decided in favour of plaintiff, the amount award being \$5,240 with costs. The plaintiff was the owner of a spring from which he contemplated supplying water to New Liskeard and Haileybury, after forming a company to provide the necessary capital. The Town Council of New Liskeard expropriated the property, and the arbitrators called in to assess the value awarded Mr. Fitzpatrick only \$1,500.