

contract means a great deal for the city, which will now have a thoroughly up-to-date service, and, in return for the double-tracking permission will have its principal streets paved by the company.

Ontario.

S. THOMAS.—City Engineer Bell submitted an estimate of the cost of extending the city railway line to Port Stanley. His figure did not include equipment, and the power to be used would be utilized from the Niagara Power line. The roadbed would cost \$6,638 per mile for seven miles, which would total \$46,466; \$3,000 added for bridges and \$1,500 for turnouts would bring the total cost to \$51,200. The overhead construction would amount to \$11,690 for seven miles at the rate of \$1,670 per mile, and adding \$5,000 for incidentals, the total outlay would be \$67,950.

WELLAND.—The surveyors are at work for the extension of the Niagara, St. Catharines & Toronto Electric Railway, to connect with the T. H. & B. and M.C.R. at Welland. Electric cars are now running to the Welland River, but a bridge has to be built across the river.

PORT ARTHUR.—The result of the street railway arbitration is that Port Arthur will receive from Fort William \$52,000 in full settlement for the end of the railway in that city. Such is the decision of the arbitrators, Messrs. Leitch, Ingram and Kitson, as set out in their award.

BROCKVILLE.—Brockville and Ottawa may soon be connected by an electric railway. Mr. C. P. Stuart Morgan, of Bristol, England, a gentleman of influence and wealth, and heavily interested financially in the proposed new road, was here inspecting waterfront properties for the purpose of locating a terminal. The new route will cut off eighteen miles between here and the capital, and travel through a country not now accommodated by railways.

KENORA.—Messrs. Wall & Creelman, who have the contract for the building of the C.P.R. bridge across the Winnipeg River in connection with the double-tracking operations, have just succeeded after nearly two years' work and endless difficulty, in finishing the third and last pier across the east branch of the river.

OTTAWA.—The Government has given notice of very heavy railway subsidies, guarantees, etc. The amount in each case is \$3,200 a mile, when the cost does not exceed \$15,000 a mile. When the costs exceeds that figure the subsidy is increased on a sliding scale, running up to \$6,400 a mile.

The list includes re-votes of subsidies granted last session to 26 railways, aggregating 1,678 miles, and new subsidies to 44 roads, aggregating a total length of about 2,150 miles. In addition there is a bond guarantee of \$13,000 per mile for 609 miles of Canadian Northern Railway in Manitoba and Saskatchewan.

In addition subsidies amounting to \$800,000 for bridges are provided for.

The following Ontario lines figure in the new subsidies:

Erie, London, and Tillsonburg, Port Burwell to London, 35 miles.

Nipissing Central, from New Liskeard to Guigues, Que., 13 miles.

St. Mary's and Western Ontario line, Woodstock to Exeter, 45 miles.

Algoma Central to Hudson Bay, Michipicoten Harbor to National Transcontinental, 50 miles.

Grand Trunk Pacific branch lines from Port Arthur and Fort William to N.T.R., 220 miles.

Lac Seul, Rat Portage, and Keewatin Company, Kenora to N.T.R., 18 miles.

Burk's Falls and French River Co., Burk's Falls to French River, 35 miles.

Thessalon and Northern, from Thessalon northerly, 4 miles.

Canadian Northern Ontario, Sudbury Junction to Hutton Mines, 30 miles.

Canadian Northern Ontario, Hawkesbury to Ottawa, 60 miles.

Total possible mileage in Ontario, 580 miles.

Manitoba.

WINNIPEG.—G.T.P. steel was laid into Winnipeg July 13th, and this city is now connected up with Butze, 629 miles west. The line will not be completed to the site of the Union Depot until ballasting has been finished.

Alberta.

EDMONTON.—Grading on the Grand Trunk Pacific, east of this city, has been completed, and the shifting of the outfit westward to the section between the Saskatchewan and Macleod Rivers has taken place. Work is to be concentrated now upon a section of 115 miles, toward the Rocky Mountains. Messrs. Foley, Welch and Stewart, who have the contract for that part of the route, have sub-let portions of it, but will put on 1,500 men of their own, and grading operations during the summer and autumn will be carried on to a finish.

RECENT FIRES.

Ontario.

COBALT.—Fire destroyed the power house at the Silver Queen mine. The building was a complete loss, but the plant can be repaired. Three eighty horse-power boilers, the new twelve drill compressor, engine and dynamo may be repaired. Mining operations will be greatly hampered for the next few weeks.

LINDSAY.—The saw mill of G. J. Brumwell was destroyed by fire here. The mill has been shut down for some time, and the cause of the fire is unknown. It is valued at \$5,000 and the insurance is \$2,000.

SAULT STE. MARIE.—Two fires coming almost simultaneously destroyed property to the value of \$40,000. As a result of the first fire the Soo Falls Brewing Company was almost completely gutted. The company has already started preparations for re-building.

Saskatchewan.

MEDICINE HAT.—The company is composed of United States capitalists with Dr. R. R. Stoner, as president. They had made nearly 200,000 brick of a medium quality and had accepted contracts for nearly 2,000,000. The plant had an output of 40,000 brick each 10-hour day. The factory was valued at about \$35,000 and would have been one of the finest in Western Canada. It was insured for about two-thirds and it is likely re-building will commence at once.

MISCELLANEOUS

Ontario.

LONDON.—Natural gas by next fall for use in every home is the promise made by the London and Western Counties Company. The supply will be procured from Port Dover where there are now seven wells bottled up with a capacity of 4,000,000 cubic feet daily. Gas will be sold for 30 or 35 cents instead of 95 cents, as at present.

MIDLAND.—The dredges at work at Tiffin, the new G.T.R. transshipment point near Midland, have struck hardpan. To get over the difficulty arranged with the C. S. Boone Company for the loan of the drill scow which has been working here since the opening up of navigation. It is expected that it will take fully three weeks to complete the work which has been undertaken at Tiffin. It is the intention of the Government to fully deepen the channel to and from the inner and the outer harbor to at least 22 feet towards the outside and something about 20 feet in the inside. This week the dredge cleaned out the south-east corner of the harbor, providing a further berth for large steamers.

TORONTO.—The Cleveland Bridge and Iron Company, of Darlington, England, contractors for the iron and steel work on the Landsdowne Subway, have shipped a large quantity of the material, and their foreman, who has been employed to superintend the work, is on his way to Toronto, and will engage his men out here.

OTTAWA.—The supplementary estimates were brought down in the House of Commons this week. The appropriations of interest to engineers and contractors are as follows: