

will entail the expenditure of a sum estimated at \$25,000. The list of outbuildings include an ice-house, a building for the accommodation of trainmen and housing of train equipment, and a boiler-house.

Ottawa, Ont.—Several more applications for extension of time of construction of railways are to hand. Among them are the Ontario, Hudson Bay and Western Central, Athabasca Northern, Canadian Western, and Alberta Central and Hudson Bay. Applications for incorporation are: Saskatoon and Hudson Bay Railway, from Saskatoon via Melfort to Pas Mission; Pacific and Peace Railway from Bella Coola, B.C., via Teta Chuck, Cheslatta and Fraser Lake to Dunvegan, Alta.; Skettle River Valley Railway, from Pentyton, B.C., to Ogoyoos Lake to Allison or Princeton and from Coldwater River to Fraser River and to Steamboat Mining Camp; Southern Central Pacific, from North Saskatchewan to Dunvegan, Peace River, Parsnip River and Nechiaco River, and from Elk River via Waterton River to Coumts.

Ottawa, Ont.—The Railway Commission met in Ottawa on November 15th. Among the applications is one from the Marconi Wireless Telegraph Company for approval of its tariff of tolls. The C.P.R., G.N.W., C.N., North American, Western Union, and Anglo-American Companies, the White Pass and Yukon route, and the Marconi Wireless Telegraph Company ask for approval of the forms used by them in transmitting and receiving messages.

Ottawa, Ont.—The proposal of the special committee of the board of trade and city council for the appointment of another expert engineer to act with the city engineer in preparing a comprehensive plan on the entrance and departure of railways in Ottawa has been approved. The Minister of Railways may be asked to name a third engineer.

Ottawa, Ont.—The Alberta Railway has given notice of application to Parliament for an Act, authorizing the usual powers. The project as outlined in the application includes a railway from Saskatoon easterly to Hudson Bay, with terminals at both Fort Churchill and Nelson.

Ottawa, Ont.—Only one tender has been received at the Department of Trade and Commerce for the Pacific mail service, which expires on August next. It is that of the Union Steamship Company, of Australia, which has submitted a number of alternative proposals as to routes and sailings. The Union Steamship Company will get the contract, but just which of the various proposals made will be accepted cannot be decided until there have been negotiations with the Government of Australia. Sir James Mills, head of the Union Steamship Company, is at present in Ottawa consulting with the Government in reference to the service.

Ottawa, Ont.—Mr. J. L. Armstrong, chief engineer of the Hudson Bay Railway survey parties, is in Ottawa conferring with the Minister of Railways. Mr. Armstrong states that surveys for the first two hundred miles of the road from the Pas are now practically completed, and active work of construction on this section could be undertaken next year, pending final decision as to the alternative routes proposed to Fort Churchill and Port Nelson. The reports of the hydrographic surveys made this year, of the harbors at Fort Churchill and Port Nelson are not completed, and the question of the location of the line for the second half of the whole distance from the Pas will depend on the decision of the government, as to which is the best terminus. In any event, it is expected that a good start will be made next year on the construction of the first two hundred miles.

Toronto, Ont.—The Canadian Northern Railway main line from Montreal to Toronto is expected to be completed and trains running between the two cities by next fall, according to an announcement by Mr. William Mackenzie, the president.

Edmonton, Alta.—At a meeting at Frank, of the Crow's Nest Pass Improvement League, representatives were present from all the principal towns in the Pass. Delegates were appointed to see the Minister of Public Works at Edmonton, regarding better railway facilities in the Pass.

Edmonton, Alta.—It is believed to be most probable that the C.P.R. will be the first railroad to build through to Peace River. It is thought that this railway could build a line within two years, whereas any other road would require four or five. Surveys are said to have already been made by the C.P.R.

Edmonton, Alta.—The Alberta Central Railway Company has entered into the field as one of the competitors for the construction of a line of railway to Hudson Bay, and has given notice of application to Parliament for an Act,

with the power, among other things, to construct, operate, etc., a line of railway in common or as may be defined by the proposed Act from Saskatoon easterly to Hudson Bay, with termini at (both) Fort Churchill and Nelson. The Alberta Central Railway Company is now constructing its line of railway, and 70 miles westerly of Red Deer and 40 miles easterly are under construction, while the road easterly has been approved to Moose Jaw. The company is authorized to build westerly as far as the Yellow Head Pass, and, in addition to its line to Moose Jaw, has power to build to Saskatoon or Warman. The present application is to obtain authority to build several branch lines, to project its line from Moose Jaw easterly and southerly to a point on the international boundary, and to extend the Saskatoon branch to Hudson Bay, and, if necessary, construct the latter railroad by agreement with the Government or other lines of railway as a general road in common.

Victoria, B.C.—The Canadian Pacific Railway has ordered a new steamer for the night run on the ferry service between Victoria and Vancouver. Next season there will be three sailings daily each way.

Victoria, B.C.—Plans have been filed with the Provincial Government locating the station grounds of the Grand Trunk Pacific Railway on the Indian reservation at Fort George, adjoining the Fort George townsite. The British Columbia and Alaska Railway's survey traverses the Fort George townsite, and station grounds for that railway have been reserved on the townsite.

Victoria, B.C.—The Board of Valuers appointed to decide upon an equitable sum for which the Kettle River Valley Railway Company should purchase the old midway and Vernon right-of-way, has decided upon a figure in the neighborhood of \$62,000. The valuers went thoroughly into the accounts of the road and have notified the Kettle River Valley Railway Company of the award.

Spokane, Wash.—Mr. C. Hungerford Pollen, president of the Central Railroad Company, while in Spokane, announced that work on the line needed in the development of the headwaters of the Kootenay and Columbia Rivers, will be rushed to completion. Steel has been laid for 25 miles north of Fort Steele, and work will be continued until the construction gangs meet. Ten miles of line has been built up the Columbia River from Golden, on the main line of the Canadian Pacific Railroad. The total length of the line is 176 miles from Golden to Fort Steele, the latter town being on the Crow's Nest branch of the Canadian Pacific, not far north of the international boundary. The contract for construction has been awarded to Bruant and Jordan, of Spokane.

CURRENT NEWS.

St. John, N.B.—A report from Ottawa says that if private companies do not undertake the work of construction of the dry docks at Levis and St. John under the provisions of the Act relating thereto, the government will probably construct them. Government works are needed in connection with the navy.

Montreal, Que.—Pavement work here is being rushed to a close. Extra gangs of workmen are speedily completing the work on Douglas and Yates Streets.

Montreal, Que.—Notice was given at the meeting of the city council of the city's intention to borrow \$10,000,000 for the carrying on of public works next year. The city is already empowered by the Legislature to do the borrowing. The expenditures are: For the enlargement of the water works, \$1,000,000; for a filtration plant, \$1,500,000; for execution of public works, \$4,500,000; for a municipal lighting plant, \$1,000,000; for underground conduits, \$1,000,000; for working capital, \$1,000,000. All these sums are for expenditure on public works, except that for working capital. Included in the list are important projects concerning the progress of Montreal, foremost of which is the filtration plant for a pure water supply, and then follows the conduits for placing underground all wires except trolleys. The largest sum is for streets and permanent sidewalks.

Fort William, Ont.—The firms of the J. R. Turnby & Son and Stenhouse Bros. have amalgamated and will trade under the name of Turnby-Stenhouse, Limited, the capital of the company being \$40,000. Work on the site for the foundry has been commenced and foundations and floor are to be completed before winter sets in. All kinds of machinery will be dealt with.