

\$1 per lineal foot. In ward six the work was divided in three sections, M. P. Cotton bidding 95 cents per foot for the entire work, T. R. Nickson's bid being from 95 to 97 cents, and Mr. S. Becker bidding on one section at \$1.24.

For the construction of two city scows the following offers were made: Easner & Steeves, \$6,800; J. Crane, \$7,825; M. J. Mayhew, \$6,875; M. P. Cotton, \$7,800; Patterson & Matthews, \$6,600; Wallace Shipyards, \$6,450.

For the year's supply of gravel two offers were submitted based on delivery f.o.b. on city scows on the inlet or False Creek, the Terminal Gravel Company quoting 75 cents per cubic yard, and Mr. M. I. Mayhew asking \$1. The Terminal Gravel Company added an offer for delivery to various districts at prices ranging from \$2 to \$3 per yard. Offers were also presented for gravel on city scows at Port Kells for 65 cents and at Port Mellon at 75 cents.

For the paving of Howe Street, the city engineer will probably recommend acceptance of the Hossam Company's tenders.

**Victoria, B.C.**—The Michigan Puget Sound Lumber Company will be given an order for one and a half million blocks required for wood pavements.

## RAILWAYS.

**Halifax, N.S.**—Board of Works has recommended to council the acceptance of a proposition made by J. W. Crosby, superintendent, Halifax Electric Tramways Company, in respect to double-tracking.

**St. John, N.B.**—A party of English engineers, reported to have been brought out by J. A. Taylor, of New York, the contractor for the construction of the Hudson Bay Railway, have left for Prince Albert, Sask., and it is said survey work will commence immediately. R. Stewart Reid, the chief medical inspector, has arrived from Scotland.

**Montreal, P.Q.**—At their next meeting, council will consider extensions proposed by the Montreal Street Railway Company.

**Sherbrooke, Que.**—Among the provisions of the street railway by-law which is to be submitted to the ratepayers on March 21st, are:—(1) Exclusive street railway rights during life of contract. (2) Use of streets without charge for 20 years. (3) Exemption from taxation on plant and property actually used for street railway purposes for 20 years, if the apply to the Legislature for power to grant this exemption.

**Brockville, Ont.**—G.T.R. are said to be considering the construction of engine shops and large freight yards here.

**Ottawa, Ont.**—J. D. Fraser, secretary of the Ottawa Electric Co., is considering plans prepared by City Engineer, N. J. Ker, for extensions estimated to cost from \$75,000 to \$105,000.

**Ottawa, Ont.**—The first sod on Little Nation River has been turned. The railway will run from Papineauville towards the northerly part of Labelle county, connecting with the Canadian Northern at Arundel. The company has also petitioned to connect with the Grand Trunk Pacific.

**Ottawa, Ont.**—City Engineer N. J. Ker, has completed the preparation of estimates for the extension of the street car lines to Ottawa East, fixing the cost by either of the proposed routes at between \$75,000 and \$80,000.

**Toronto, Ont.**—Legislature refused the Monarch Electric Railway permission to enter the City of Toronto, the chief point of objection being the mode of entrance.

**Niagara Falls, Ont.**—An act of incorporation of the Niagara Falls, Welland and Dunnville Electric Railway. The capital stock of the company is \$200,000. Bonds may be issued for \$30,000 a mile. The provisional directors are J. Carlton Gardner, civil engineer, Niagara Falls; George Arnold, F. E. Misener, G. H. Bugar and H. A. Rose. The head office will be located here. The company may build a single or double track. They can run in the following townships—Stamford, Thorold, Crowland, Town of Welland, Humberstone, Wainfleet, Moulton and Sherbrooke. A branch line may be run through Pelham and Thorold.

**Guelph, Ont.**—The Ontario Government have granted permission to the People's Railway for the proposed extensions to Wellesley and New Dundee and construction work will commence early this spring. A. N. Warfield, chief engineer.

**Welland, Ontario.**—C. J. Laughlin, of Hartford, Conn. has asked the council for a twenty-year street railway franchise.

**Winnipeg, Man.**—It is reported in railway circles here, that the Chicago, Milwaukee and St. Paul Railway Company, is seeking an entrance to Winnipeg. They have secured a right of way through North Dakota to Neche on the boundary line, sixty-five miles from Winnipeg.

**Brandon, Man.**—City is applying to Provincial Government for power to purchase a transfer railway, connecting the three railways now operated in the city, and to transfer the same to a company to operate.—Mayor Adolph.

**Regina, Sask.**—Mayor R. H. Williams has gone to Winnipeg to make arrangements for a union station here, and for the construction of a street railway. Eight miles of track will be laid this year.

**Calgary, Alberta.**—J. A. McCullough has made a proposition to the city council respecting the construction of an electric railway from Calgary to Chestermere Lake. No decision has been reached.

**Edmonton, Alta.**—According to Mr. E. A. James, manager of the Great Waterways Railway, 200 miles of the track from Edmonton north to Lake La Biche, will be finished this month. The company proposes to extend the lines next year to Fort McMurray, a point 350 miles north of Edmonton, where connection will be made with internal waterways.

**Chilliwack, B.C.**—A party of Canadian Northern surveyors are at work on a second survey through this valley. The party are now working westward from Rosedale.

**Nelson, B. C.**—The Nelson Street Railway Company have ordered cars from the Ottawa Car Company, of Ottawa, while rails for extensions will be supplied by Evans, Coleman & Evans of Vancouver, B.C. Contracts for building new lines will be let at an early date.

**Vancouver, B.C.**—The Great Northern line from Orville, Wash., to Penticton, B.C., has been located. Forty miles of road may be built this year.

**Vancouver, B.C.**—The British Columbia Electric Railway are considering extensions on Burrard and Richards Streets.—General Manager Sperling.

**Victoria, B.C.**—Work has been commenced on the docks in the inner harbor here for the Grand Trunk Pacific.

**Vancouver, B.C.**—Track-laying out of Prince Rupert will probably be started about April 1st, according to W. C. C. Mehan, general superintendent of the mountain division of the Grand Trunk Pacific railway. Mr. Mehan will make his permanent headquarters at Prince Rupert. Until a few weeks ago he filled the position of superintendent of the prairie division of the new transcontinental line. His headquarters were at Melville and his jurisdiction extended from Winnipeg to Wolfe creek, west of Edmonton. His new territory will extend from Wolfe creek to Prince Rupert, and, of course, will include the mountain divisions. Mr. Mehan, who will organize the company's operating department and also direct the forthcoming track-laying operations, stated that he expected to have the line finished and in operation to a point 100 miles inland before the end of the summer. Operations may be delayed, owing to bridge construction.

**Vancouver, B.C.**—C. A. Hannington, who is in charge of the Canadian Northern survey in Northern British Columbia, has succeeded in locating a line from the entire distance between Tete Jaune Cache and the Yellow Head Pass at the summit of the Rockies. He is now on the way out and is engaged revising a portion of last summer's survey near Cranberry Lake, in the summit between the North Thompson and Fraser rivers. The Canadian Northern now has a line located from New Westminster to Yellowhead Pass, 450 miles.

## LIGHT, HEAT AND POWER.

**Sherbrooke, Que.**—The street railway promoters have decided upon the Lower Magog River power if the by-law now before the people is passed and street railway development undertaken. An option has been secured, and it is estimated that the purchase price and subsequent development will represent close to \$200,000. The idea is to establish one dam above the present street railway power dam, and by a penstock to conduct the water to a power house to be established farther down the river. It is said a fifty-foot head may be obtained, providing between two and three thousand horse-power.

**Brockville, Ont.**—Light Commission (John Webster, chairman) have asked council to submit to ratepayers a \$50,000 by-law for extensions to gas and electric light plants.