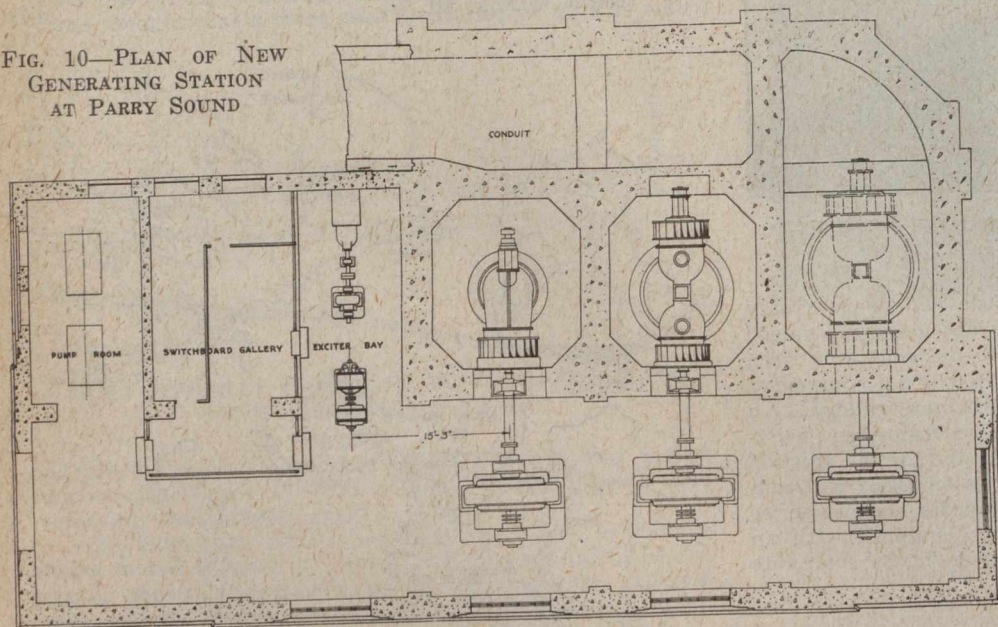


If the third unit be identical with the initial new unit, the cost on this installation will be, at present prices:—

Turbine with governor	\$ 11,500
Generator	11,500
Switchboard and wiring	2,000
Total	\$ 25,000

The additional storage capacity required throughout the watershed for supplying the three units, together with attendant land damages, is estimated at \$25,000, or total cost of \$50,000 for an additional saleable output of 780 h.p. (neglecting overload capacity). On this, annual cost would be \$4,450; or for the 2,140 h.p., the total annual cost would be \$25,425, or \$12 per h.p. It is confidently expected by the engineers, however, that with extensive storage on the watershed, a greater power capacity would be available, and that the third unit could be larger without appreciable additional

FIG. 10—PLAN OF NEW GENERATING STATION AT PARRY SOUND



cost for machinery. For instance, if the third unit is 1,500 h.p. instead of 800 h.p., the additional cost over the above figures would be \$20,000, on which the annual charges would be \$1,600. This would yield 2,830 h.p. at a total annual cost



FIG. 11—EXCAVATION FOR TAILRACE AT GENERATING STATION SITE

of \$27,025, or somewhat less than \$10 per h.p. at the switchboard.

R. W. Harris is the resident engineer for C. H. and P. H. Mitchell, who are supervising the construction of the plant. Geo. Groves is superintendent of the Parry Sound Electric Light and Power System. The general contractors are W.

M. Fletcher & Co., of Toronto; the contractors for the electrical equipment are the Canadian Westinghouse Co., Ltd., of Hamilton; for the hydraulic equipment, the Boving Hydraulic & Engineering Co., Ltd., of Lindsay.

TRACK LIFTED FOR MILITARY USE

OVER 23,000 tons of steel were lifted from the roadbeds in Canada during the war and shipped overseas, according to the report presented to the Dominion government by Alex. Ferguson, engineer in charge of lifting rails for war purposes. Mr. Ferguson's report follows:—

On the 21st of May, 1917, instructions were given to proceed with the work of lifting track from the roadbeds of the Grand Trunk Pacific and Canadian Northern railways, between Imrie and Resplendent, Alta., in order to provide steel rails for the use of His Majesty's armies in France. An organization was immediately created, and the work of lifting track and of transforming the two lines into one commenced.

The Grand Trunk Pacific track, between Imrie and Leaman Junction, 13.6 miles; between Obed and Pocahontas, 42.25 miles; and between Geikie and Resplendent, 34.8 miles, was lifted, and the rails and angle bars shipped to Three Rivers for shipment to France.

The Canadian Northern track between Leaman Junction and Obed, 79.9 miles, and between Snaring Junction and Geikie, 22.05 miles, was lifted and the rails relaid on the Grand Trunk Pacific roadbed, between Leaman Junction and Obed, and between Snaring Junction and Geikie, thus releasing the Grand Trunk Pacific rails and fastenings for war purposes as required by order-in-council.

The track of the Grand Trunk Pacific between Pocahontas and Snaring Junction was lifted and relaid partly with 60-pound steel and partly with 80-pound Canadian Northern steel in order to release the Grand Trunk Pacific steel for shipment to France, and at the same time preserve rail connection with the coal mines at Pocahontas. This portion of the Grand Trunk Pacific line is being operated as a spur and is, as yet, considered merely temporary. A rearrangement of the main lines may be found necessary in the interests of economy.

The first shipment of steel rails for Three Rivers left Edmonton on the 17th of June, 1917, and the last on the 26th of October, 1917. The total shipments amounted to 23,408 gross tons of rails and 1,110 gross tons of angle bars.

During the months of October, November and December, 1917, a considerable amount of work was done on the construction of highways between Otley and Carrot Creek, and between Peers and Fulstow, in order to give the settlers access to the Grand Trunk Pacific line. Before the close of the fiscal year arrangements were made for the completion of these roads and for the construction of a roadway from Rosevear, on the Grand Trunk Pacific, to Horner.

The tenders which were received last Monday by the Department of Public Highways, Province of Ontario, for the construction of about 65 miles of bituminous roads, have been opened and the contracts awarded, but the department states that it will be impossible to give out any information regarding the list of bidders, prices or names of successful contractors until the provincial cabinet has approved of the awards suggested by the department.